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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ANKENY, IA
ANKENY RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36
NA when local weather not available.

ATLANTIC, IA
ATLANTIC MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 800-2½.
NA when local weather not available.

BRANSON, MO
BRANSON ..... **RNAV (GPS) Rwy 14[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.

BURLINGTON, IA
SOUTHEAST IOWA
RGNL ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30
NA when local weather not available.
[1]ILS,LOC, Category D, 800-2¼.

CAPE GIRARDEAU, MO
CAPE GIRARDEAU
RGNL ..... **ILS or LOC Rwy 10[12]**
LOC/DME BC Rwy 28[1]
RNAV (GPS) Rwy 10[1]
RNAV (GPS) Rwy 28[13]
[1]NA when local weather not available.
[2]ILS, LOC, Categories A, B, 1000-2;
Categories C, D, 1000-3.
[3]Categories A,B,C,D, 900-2¼.

NAME ALTERNATE MINIMUMS

CEDAR RAPIDS, IA
THE EASTERN IOWA ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 27
NA when local weather not available.
[1]NA when control tower closed.

CHARITON, IA
CHARITON MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 17
NA when local weather not available.

CHARLES CITY, IA
NORTHEAST
IOWA RGNL ..... **LOC Rwy 12**
NDB Rwy 12
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
NA when local weather not available.

CHEROKEE, IA
CHEROKEE
COUNTY RGNL ..... **RNAV (GPS) Y Rwy 36**
RNAV (GPS) Z Rwy 36[1]
NA when local weather not available.
[1]Categories A, B, 800-2¼.

CLINTON, IA
CLINTON MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3
NA when local weather not available.

COLUMBIA, MO
COLUMBIA RGNL ..... **ILS or LOC/DME Rwy 2[1]**
LOC/DME BC Rwy 20[1]
VOR Rwy 13[2]
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

CRESTON, IA

CRESTON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

DAVENPORT, IA

DAVENPORT MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) RWY 33
VOR Rwy 3
VOR Rwy 21

NA when local weather not available.

DECORAH, IA

DECORAH MUNI ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

DES MOINES, IA

DES MOINES INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 13[1]
ILS or LOC Rwy 31[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 23[3]

[1]Category E, 900-2¾.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DUBUQUE, IA

DUBUQUE RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13[1]
VOR Rwy 31[1]
VOR Rwy 36

NA when local weather not available.
[1]Category D, 800-2¼.

ESTHERVILLE, IA

ESTHERVILLE MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FORT DODGE, IA

FORT DODGE RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30

NA when local weather not available.

FORT LEONARD WOOD, MO

WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD ..... **ILS or LOC Rwy 14[12]**
NDB Rwy 32[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[1]
VOR Rwy 32[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

GRINNELL, IA

GRINNELL RGNL ..... **NDB Rwy 13**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

IOWA CITY, IA

IOWA CITY MUNI ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

IOWA FALLS, IA

IOWA FALLS MUNI ..... **RNAV (GPS) Rwy 31**

NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL ..... **ILS or LOC Rwy 30[123]**
NDB Rwy 12[14]
RNAV (GPS) Rwy 12[35]
RNAV (GPS) Rwy 30[35]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

JOPLIN, MO

JOPLIN RGNL ..... **ILS or LOC/DME Rwy 18**
ILS or LOC/NDB Rwy 13
NA when control tower closed.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL ... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3
NA when local weather not available.

KANSAS CITY, MO

CHARLES B. WHEELER
DOWNTOWN ..... **ILS or LOC Rwy 3[1]**
ILS or LOC Rwy 19[2]
NDB Rwy 19[3]
RNAV (GPS) Rwy 3[4]
RNAV (GPS) Rwy 21[5]
VOR Rwy 19
VOR Rwy 21[5]
NA when local weather not available.
[1]ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.
[2]ILS, 700-2.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

KEOKUK, IA

KEOKUK MUNI ..... **NDB Rwy 14**
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32
NA when local weather not available.

KIRKSVILLE, MO

KIRKSVILLE
RGNL ..... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
VOR/DME-B
NA when local weather not available.

LE MARS, IA

LE MARS MUNI ..... **VOR/DME or GPS Rwy 36**
Categories A,B, 900-2.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MASON CITY, IA

MASON CITY MUNI ..... **RNAV (GPS) Rwy 18**
NA when local weather not available.

MUSCATINE, IA

MUSCATINE MUNI ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6[23]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[4]
[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.
[3]Categories A, B, C, D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

OTTUMWA, IA

OTTUMWA RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31
NA when local weather not available.

PELLA, IA

PELLA MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI .... **RNAV (GPS) Rwy 18[1]**
RNAV (GPS) Rwy 36[1]
SDF Rwy 36[2]
[1]NA when local weather not available.
[2]NA except for operators with approved weather reporting service.

RED OAK, IA

RED OAK MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
NA when local weather not available.

ST. CHARLES, MO

ST CHARLES COUNTY
SMARTT ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ST. JOSEPH, MO

ROSECRANS MEMORIAL ..... **ILS or LOC Rwy 35[12]**
LOC BC Rwy 17[13]
RADAR-1[4]
VOR or TACAN Rwy 17[5]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3.
[3]Category D, 800-2¼.
[4]PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.
[5]Category D, 800-2¼;Category E, 1000-3.

ST. LOUIS, MO

LAMBERT-ST. LOUIS INTL ..... **RNAV (GPS) Rwy 11**
Category E, 800-2.

SPIRIT OF ST. LOUIS .... **ILS or LOC Rwy 8R[13]**
ILS or LOC Rwy 26L[24]
RNAV (GPS) Rwy 8L[1]
RNAV (GPS) Rwy 8R[15]
RNAV (GPS) Rwy 26L[15]
RNAV (GPS) Rwy 26R[1]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.
[4]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

SHELDON, IA

SHELDON MUNI ..... **NDB Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15[1]
RNAV (GPS) Rwy 33[1]

NA when local weather not available.
[1]Category D, 800-2¼.

SHENANDOAH, IA

SHENANDOAH MUNI ..... **RNAV (GPS) Rwy 4**
NDB Rwy 4

NA when local weather not available.

NAME ALTERNATE MINIMUMS

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD ..... **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 31[3]
NDB Rwy 35[4]
RNAV (GPS) Rwy 13[25]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[25]
VOR/DME or TACAN Rwy 13[25]
VOR or TACAN Rwy 31[25]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Category E, 1000-3.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]Category E, 1000-3.

SPENCER, IA

SPENCER MUNI ..... **VOR or GPS Rwy 12**
VOR Rwy 30

Category D, 800-2¼.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20[1]
VOR/DME or TACAN Rwy 2[2]
VOR or TACAN Rwy 20[2]

[1]NA when local weather not available.
[2]Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE MUNI ..... **NDB Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR-A

Category C, 800-2¼.
NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ..... **ILS or LOC Rwy 12[1]**
LOC BC Rwy 30
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30

NA when local weather not available.
[1]ILS, Category D, 700-2.

WEST PLAINS, MO

WEST PLAINS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI

TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before turning on course.

AMES, IA

AMES MUNI

DEPARTURE PROCEDURE: **Rwys 1, 13, 31,** climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

ANKENY, IA

ANKENY RGNL

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 150° to 2100 before turning on course. **Rwy 36,** climb heading 040° to 3000 before turning on course.

NAME TAKE-OFF MINIMUMS

ATLANTIC, IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12,** 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 119° to 1700 before proceeding on course. **Rwy 20,** climb heading 198° to 2300 before proceeding on course. **Rwy 30,** climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2,** terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12,** terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20,** terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30,** terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA
AUDUBON COUNTY
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO
JERRY SUMNERS SR. AURORA MUNI
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA
BELLE PLAINE MUNI
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

BLOOMFIELD, IA
BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
NOTE: **Rwy 18,** building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO
BOLIVAR MUNI
TAKE-OFF MINIMUMS: **Rwy 36,** 200-1¼ or std. w/ min. climb of 252' per NM to 1400.
NOTE: **Rwy 18,** east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36,** transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA
BOONE MUNI (BNW)
AMDT 5 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 15,** tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33,** tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO
JESSE VIERTEL MEMORIAL
NOTE: **Rwy 18,** multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36,** multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO
BOWLING GREEN MUNI
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO
BRANSON (BBG)
ORIG 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 323° to 2000 before turning left.
NOTE: **Rwy 14,** numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32,** numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO
NORTH CENTRAL MISSOURI RGNL (MO8)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1300 before turning East.
NOTE: **Rwy 18,** tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36,** numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

BURLINGTON, IA
SOUTHEAST IOWA RGNL
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 30, 36,** climb runway heading to 1500 before turning.

CABOOL, MO
CABOOL MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMDENTON, MO
CAMDENTON MEMORIAL
TAKE-OFF MINIMUMS: **Rwys 15,33**, 300-1.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL

TAKE-OFF MINIMUMS: **Rwys 10, 20,** 200-1 or std. with a min. climb rate of 220' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course.

CARROLL, IA

ARTHUR N. NEU

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31,** 300-1.

CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 36,** 300-2 or std. with a min. climb of 250' per NM to 600.

NOTE: **Rwy 36,** tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CEDAR RAPIDS, IA

THE EASTERN IOWA

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1300 before turning left.

CHARITON, IA

CHARITON MUNI (CNC)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10,** tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17,** hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35,** vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA

NORTHEAST IOWA RGNL (CCY)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35,** NA-Environmental.

NOTE: **Rwy 12,** trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30,** trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA

CHEROKEE COUNTY RGNL (CKP)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,19,** NA - environmental. **Rwy 36,** 300 -1¼ or std. w/ min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 178° to 1700 before proceeding on course. **Rwy 36,** climb heading 358° to 1900 before proceeding on course.

NOTE: **Rwy 18,** rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36,** vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE, MO

CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.

NOTE: **Rwy 14,** trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32,** trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA

SCHENCK FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1. **Rwy 31,** 700-2 .

DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31,** climb runway heading to 1700 before turning.

CLARION, IA

CLARION MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 14,** 300-1 .

CLINTON, IA
CLINTON MUNI (CWI)
ORIG 09015 (FAA)
NOTE: **Rwy 3,** obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14,** tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21,** tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32,** antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.

COLUMBIA, MO
COLUMBIA RGNL
TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA
CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)
NOTE: **Rwy 18,** road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36,** trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA
COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA- Runway under construction.
NOTE: **Rwy 36,** trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA
ELLEN CHURCH FIELD
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1700 before turning.

CRESTON, IA
CRESTON MUNI
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 16,** multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34,** terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO
CUBA MUNI
TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA
DAVENPORT MUNI
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21,** climb runway heading to 3000 before turning left.

DECORAH, IA
DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** Climb heading 294° to 1600 before turning left.
NOTE: **Rwy 11,** terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29,** terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA
DENISON MUNI (DNS)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA

DES MOINES INTL

NOTE: **Rwy 5,** tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13,** tree 727' from departure end of runway, 619' right of centerline, 40' AGL/ 997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31,** tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.

NOTE: **Rwy 36,** trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA

DUBUQUE RGNL

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13,** multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18,** elevator 3457' from departure endof runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31,** tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA

EAGLE GROVE MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

EMMETSBURG, IA

EMMETSBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 35,** 300-1.

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA

FAIRFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-environmental

FARMINGTON, MO

FARMINGTON RGNL

DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO

FESTUS MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA

FOREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 33,** 300-1.

FORT DODGE, IA
FORT DODGE RGNL (FOD)
AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** Climb heading 243° to 1700 before turning south.

NOTE: **Rwy 6,** trees beginning 106' from DER, 284' left of centerline, up to16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12,** pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24,** sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30,** trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FREDERICKTOWN, MO
FREDERICKTOWN RGNL

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO
ELTON HENSLEY MEMORIAL (FTT)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18,** tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36,** tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA
GRINNELL RGNL (GGI)
AMDT 1 08157 (FAA)

NOTE: **Rwy 13,** road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31,** tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

HAMPTON, IA
HAMPTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 35,** 300-1.

HANNIBAL, MO
HANNIBAL RGNL (HAE)
ORIG 09127 (FAA)

NOTE: **Rwy 17,** trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35,** trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA
HARLAN MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33,** 300-1.

HARRISONVILLE, MO
LAWRENCE SMITH MEMORIAL (LRY)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17,** vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53'AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35,** Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO
HIGGINSVILLE INDUSTRIAL MUNI

NOTE: **Rwy 16,** multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34,** multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** IFR take-off NA.

DEPARTURE PROCEDURE: **Rwy 35,** climb runway heading to 4000 before turning.

IOWA CITY, IA

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30,** 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy7,** climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7,** multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12,** multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25,** tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30,** Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

ORIG 09071 (FAA)

NOTE: **Rwy 13,** multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 400-2.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¾. **Rwy 27,** 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1200 before proceeding on course. **Rwy 12,** climb heading 120° to 1100 before proceeding on course. **Rwy 27,** climb heading 268° to 1100 before proceeding on course. **Rwy 30,** climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9,** glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12,** trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27,** hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. **Rwy 30,** light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23,** std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 134° to 2500 before proceeding on course. **Rwy 18,** climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23,** climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13,** multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18,** obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23,** multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31,** multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER (LAKE OZARK), MO

LEE C. FINE MEMORIAL

NOTE: **Rwy 3,** multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21,** multiple trees beginniing 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 1,** 400-2¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3,** 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19,** 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21,** 200-1¾ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 008° to 2000 before proceeding on course. **Rwy 3,** climb via heading 033° to 1900 before proceeding on course. **Rwy 19,** climb via heading 188° to 2500 before proceeding on course. **Rwy 21,** climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1,** multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3,** multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19,** multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21,** multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL

NOTE: **Rwy 1R,** tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9,** tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27,** trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL

NOTE: **Rwy 2,** tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20,** tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI

NOTE: **Rwy 8,** tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14,** multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26,** tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32,** multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-turf runways.

NOTE: **Rwy 18,** multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36,** multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

LAMAR, MO

LAMAR MUNI (LLU)
ORIG 08101 (FAA)

NOTE: **Rwy 3,** Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21,** Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA

LE MARS MUNI

DEPARTURE PROCEDURE: **Rwy 18,** turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36,** climb to 3500 before turning on course.

NOTE: **Rwy 18,** vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI

NOTE: **Rwy 18,** multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11,** building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/ 1039' MSL. **Rwy 29,** multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL.**Rwy 36,** pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO

LEXINGTON MUNI

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO

MALDEN RGNL (MAW)
ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 317° to 900 before turning left.

NOTE: **Rwy 14,** trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18,** trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36,** trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA

JAMES G. WHITING MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1.

DEPARTURE PROCEDURE: **Rwys 2, 20,** climb runway heading to 1600 before turning.

MAQUOKETA, IA

MAQUOKETA MUNI

DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading to 1300 before turning.

MARSHALL, MO

MARSHALL MEMORIAL MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36,** std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36,** for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36,** tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)
AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 323° to 1800 before turning right. **Rwy 36,** for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32,** tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO

MEXICO MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 24,** std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36,** NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36,** 300-1. **Rwy 27,** 600-2 .

DEPARTURE PROCEDURE: **Rwys 9, 18, 36,** climb runway heading to 2000 before turning.

MONETT, MO

MONETT MUNI

NOTE: **Rwy 18,** multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36,** multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

MONTICELLO, IA
MONTICELLO RGNL
NOTE: **Rwy 15,** 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO
LEWIS COUNTY RGNL
NOTE: **Rwy 36,** tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO
MIDWEST NATIONAL AIR CENTER (GPH)
AMDT 1 07354 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36,** multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA
MOUNT PLEASANT MUNI
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 300-1. **Rwy 33,** 500-2 or std. with a min. climb of 280' per NM to 1400.

MOUNTAIN GROVE, MO
MOUNTAIN GROVE MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 26**, 300-1.

MOUNTAIN VIEW, MO
MOUNTAIN VIEW
TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.
DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA
MUSCATINE MUNI
DEPARTURE PROCEDURE: **Rwys 6,24,30,** climb runway heading to 2300 before proceeding on course. **Rwy 12,** climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO
NEOSHO HUGH ROBINSON
NOTE: **Rwy 1,** multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19,** truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEW MADRID, MO
COUNTY MEMORIAL
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA
NEWTON MUNI
NOTE: **Rwy 14,** truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32,** trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA
OELWEIN MUNI
TAKE-OFF MINIMUMS: **Rwy 13,** 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA
ORANGE CITY MUNI
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

OSAGE BEACH, MO
GRAND GLAIZE-OSAGE BEACH
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA
OSKALOOSA MUNI (OOA)
ORIG 09295 (FAA)
NOTE: **Rwy 13,** tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31,** windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA
OTTUMWA RGNL (OTM)
ORIG 09071 (FAA)
NOTE: **Rwy 4,** bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13,** pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22,** tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31,** tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA
PELLA MUNI (PEA)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34,** trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY, IA

PERRY MUNI (PRO)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 14,** tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32,** trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Turf. **Rwy 29,** 300-1.

POINT LOOKOUT, MO

M. GRAHAM CLARK-TANEY COUNTY

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI

NOTE: **Rwy 18,** multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upt o 103' AGL/428' MSL. **Rwy 36,** multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 20,** 500-2½ or std. w/ min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1600 before turning left.

NOTE: **Rwy 20,** trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA

RED OAK MUNI

TAKE-OFF MINIMUMS: **Rwy 13,** 400-1. **Rwys 31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwys 5,13,17,31,35** climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA

ROCK RAPIDS MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

ROLLA, MO

ROLLA DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 311' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 090° to 1500 before proceeding on course.

NOTE: **Rwy 9,** tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

ST. CHARLES, MO

ST. CHARLES COUNTY SMARTT

TAKE-OFF MINIMUMS: **Rwy 36,** std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: **Rwy 36,** tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO

ROSECRANS MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13,** tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17,** trees beginning 2691' from departure end of runway, across courseline, up to 109' AGL/928' MSL. **Rwy 31,** trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16,** 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34,** 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34,** multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24,** 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L,** 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R,** 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6,** railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11,** control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L,** multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R,** multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24,** multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L,** road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R,** obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48'AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R,** 700-1 or std. w/ min. climb of 364' per NM to 800.**Rwy 26L,** 400-1¾ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L,** obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R,** antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L,** trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23,** aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36,** trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12,** 500-2¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4,** towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12,** tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22,** tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30,** trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI

NOTE: **Rwy 20,** multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA

SIOUX CENTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 310° to 2000 before turning east. **Rwy 35,** for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13,** trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31,** trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35,** trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36,** multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA

MATHEWS MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 3000 before turning. **Rwy 29,** climbing right turn heading 360° to 3000 before turning.

TRENTON, MO

TRENTON MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK

DEPARTURE PROCEDURE: **All Rwys,** north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO

SKYHAVEN

NOTE: **Rwy 13,** sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18,** multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36,** multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

WASHINGTON, IA

WASHINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

WASHINGTON, MO

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2¼ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15,** numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33,** numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL

NOTE: **Rwy 6,** multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24,** tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30,** multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/ 995' MSL. **Rwy 36,** multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/ 1004' MSL.

WAVERLY, IA

WAVERLY MUNI

TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

WEST PLAINS, MO

WEST PLAINS MUNI

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18,** multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/ 1277' MSL. **Rwy 36,** trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1700 before turning.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. . . . . ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1,** Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19,** Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

WINTERSET-MADISON COUNTY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

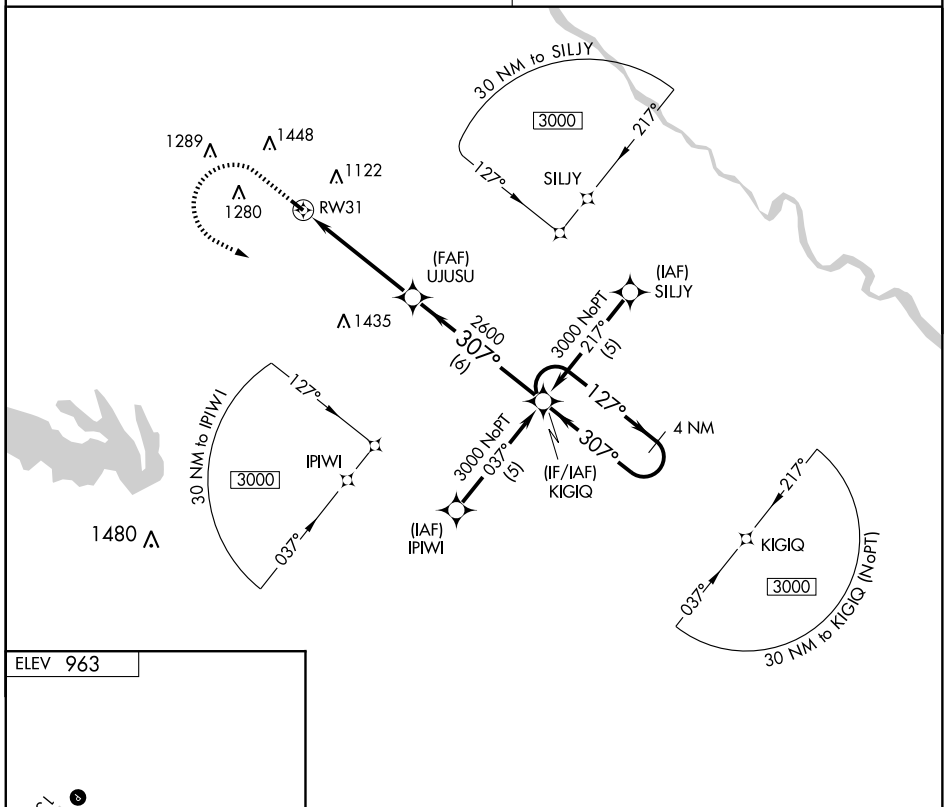
APP CRS	Rwy ldg	3400
307°	TDZE	963
	Apt Elev	963

RNAV (GPS) RWY 31
ALBIA MUNI (4C8)

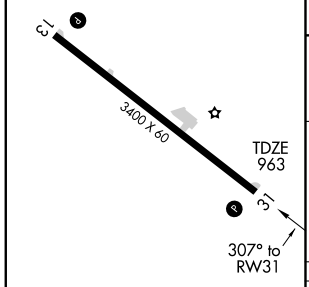
Use Ottumwa altimeter setting.
NA
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct KIGIQ WP and hold.

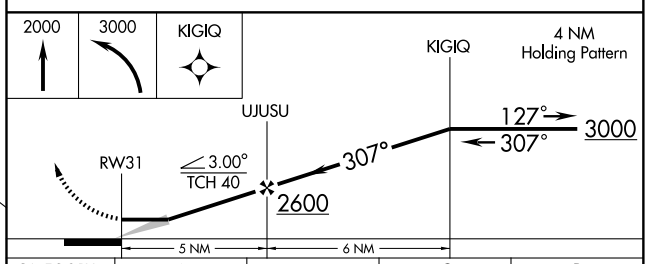
CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L



ELEV 963



MIRL Rwy 13-31



CATEGORY	A	B	C	D
LNAV MDA	1460-1 497 (500-1)		NA	
CIRCLING	1460-1 497 (500-1)		NA	

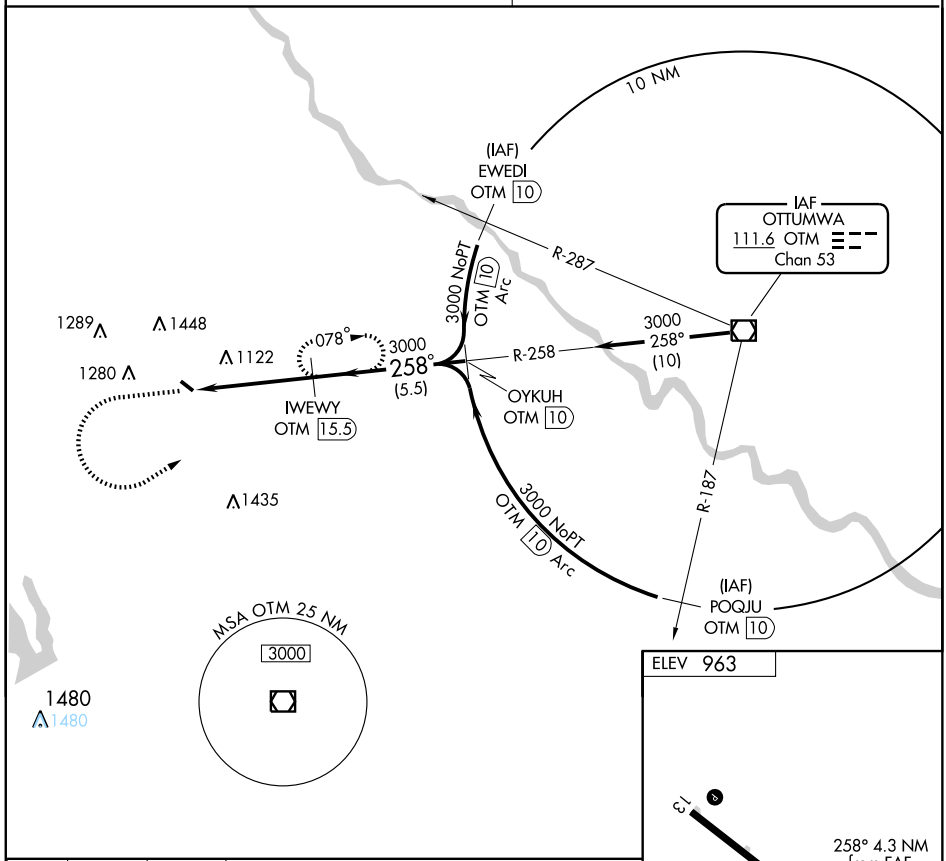
VOR/DME OTM 111.6 Chan 53	APP CRS 258°	Rwy ldg N/A TDZE N/A Apt Elev 963

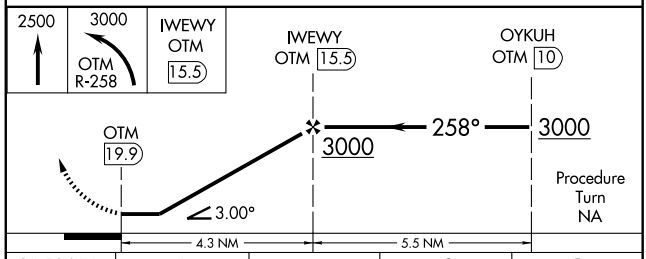
VOR/DME-A
ALBIA MUNI (4C8)

T NA Use Ottumwa altimeter setting.

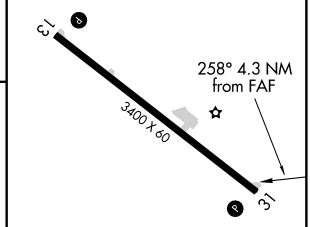
MISSED APPROACH: Climb to 2500 then left climbing turn to 3000 via OTM R-258 to IWEWY/OTM 15.5 DME and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1620-1 657 (700-1)		NA	



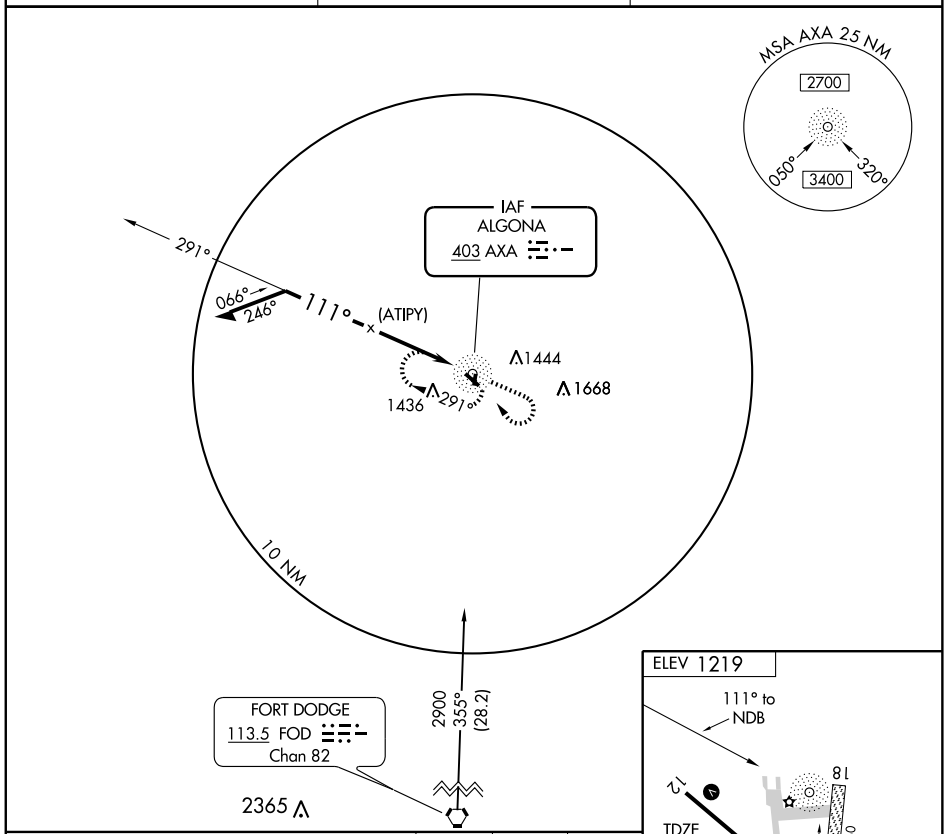
MIRL Rwy 13-31

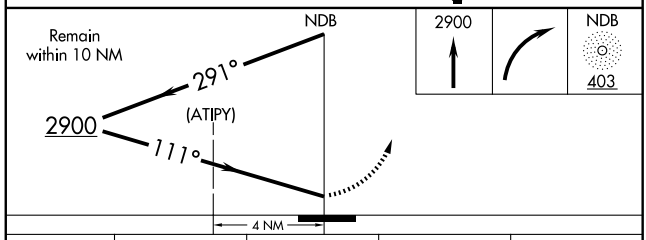
NDB AXA	APP CRS	Rwy ldg	3960
403	111°	TDZE	1219
		Apt Elev	1219

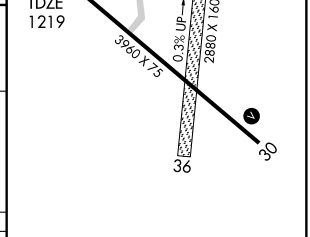
NDB or GPS RWY 12
ALGONA MUNI (AXA)

MISSED APPROACH: Climb to 2900 then right turn direct AXA NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1840-1	621 (700-1)	NA	
CIRCLING	1840-1	621 (700-1)	NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3, 14 JAN 2010 to 11 FEB 2010

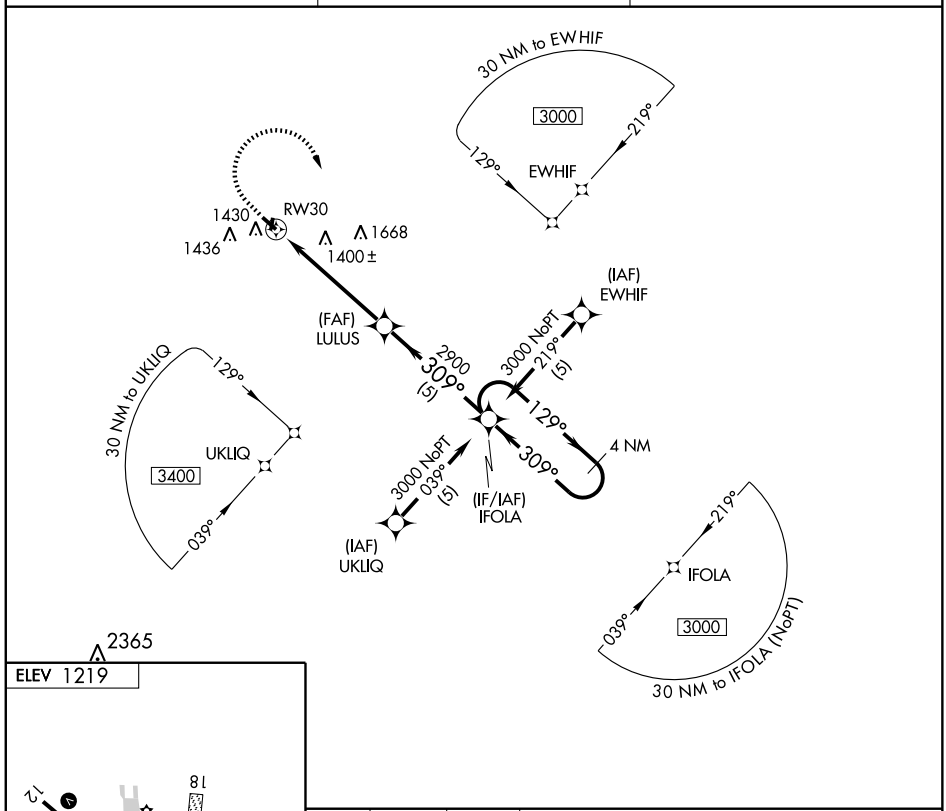
APP CRS	Rwy ldg	3960
309°	TDZE	1219
	Apt Elev	1219

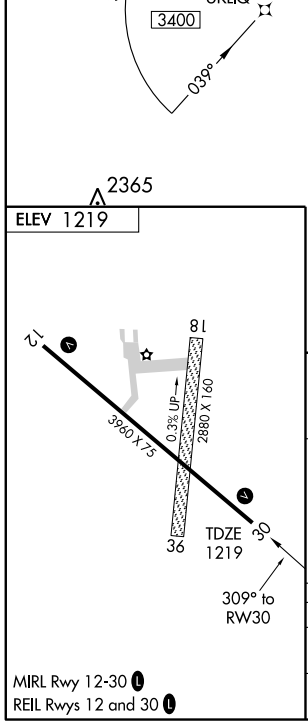
RNAV (GPS) RWY 30
ALGONA MUNI (AXA)

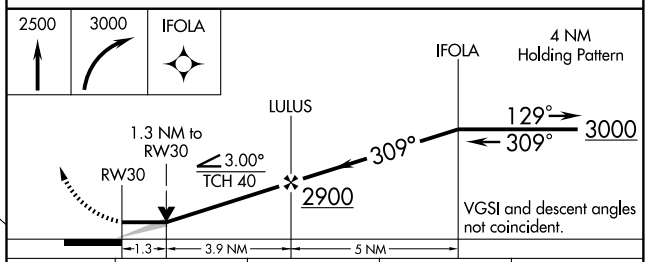
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct IFOLA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 441 (500-1)		NA	
CIRCLING	1740-1 521 (600-1)		NA	

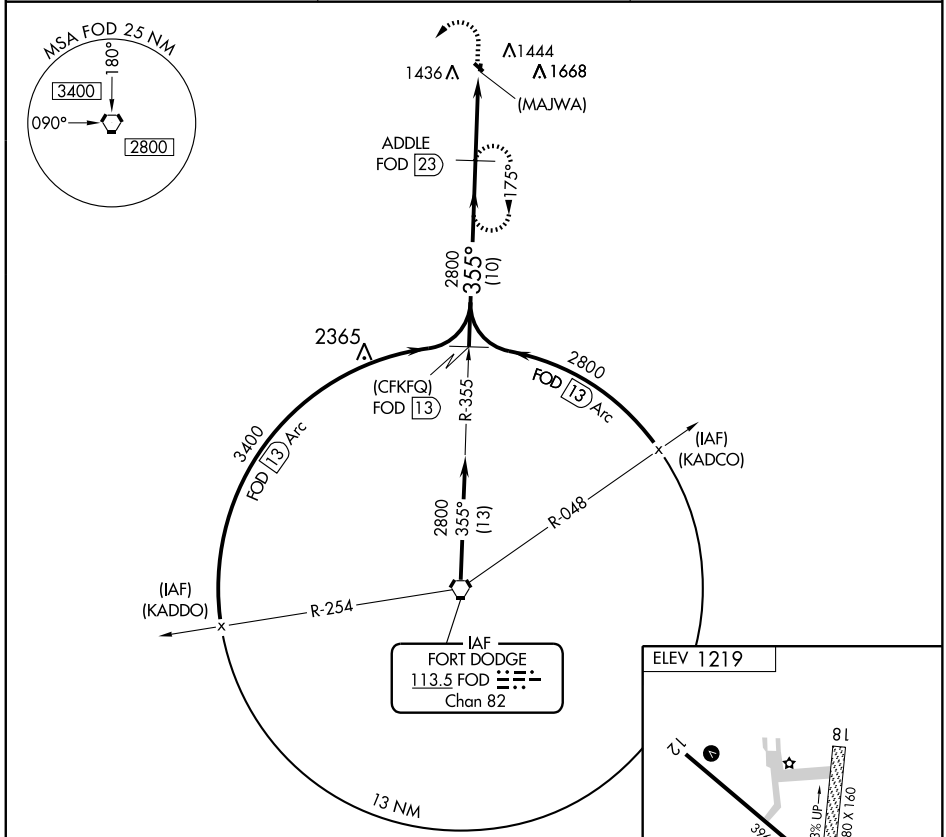
VORTAC FOD	APP CRS	Rwy ldg	N/A
113.5	355°	TDZE	N/A
Chan 82		Apt Elev	1219

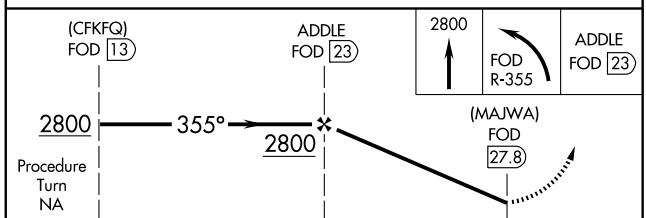
VOR/DME or GPS-A

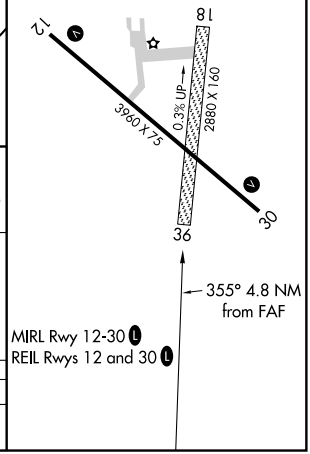
ALGONA MUNI (AXA)

MISSED APPROACH: Climb to 2800 then left turn via FOD R-355 to ADDLE 23 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1780-1 561 (600-1)	1800-1¼ 581 (600-1¼)	NA	

LOC I-EEE	APP CRS	Rwy ldg	5701
110.7	014°	TDZE	955
		Apt Elev	955

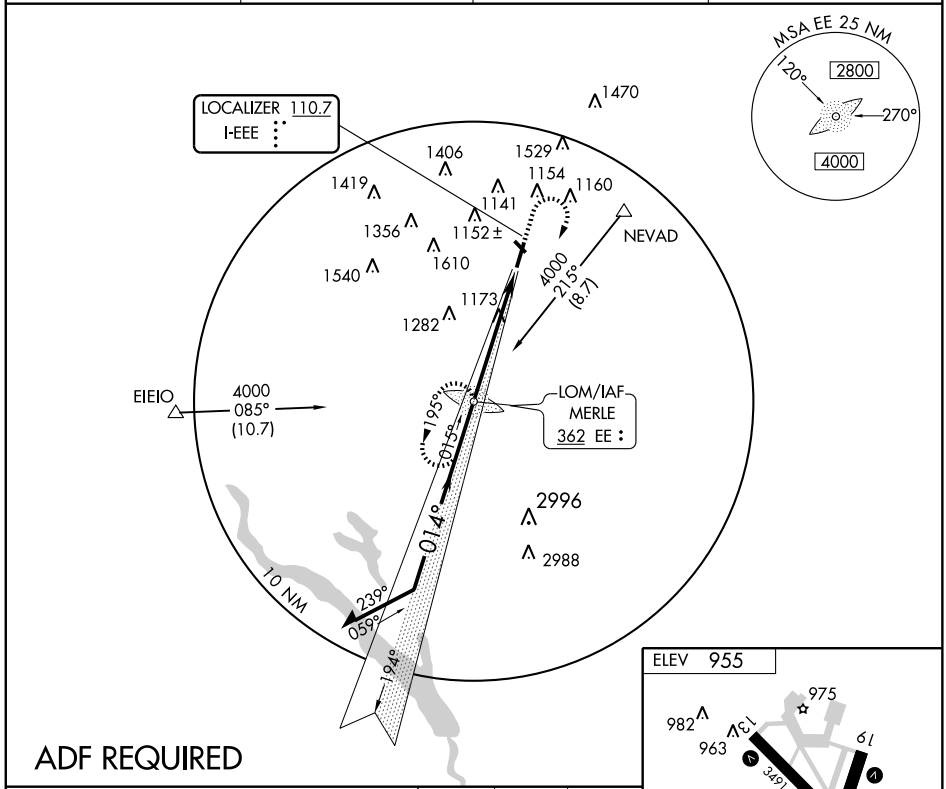
ILS or LOC RWY 1
AMES MUNI (AMW)

NA

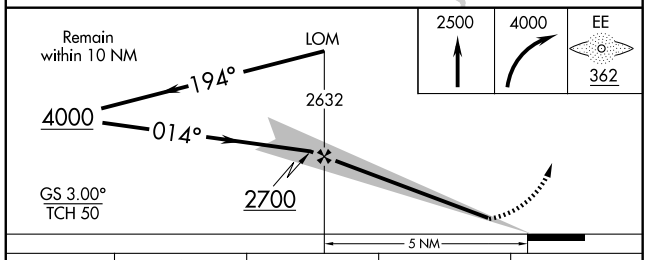
MALSR

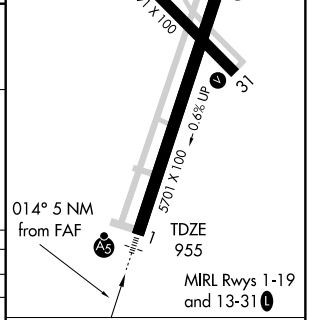
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MERLE LOM and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)



ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 1	1155-½ 200 (200-½)			
S-LOC 1	1440-½ 485 (500-½)		1440-¾ 485 (500-¾)	1440-1 485 (500-1)
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	1520-2 565 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5701
014°	TDZE	955
	Apt Elev	955

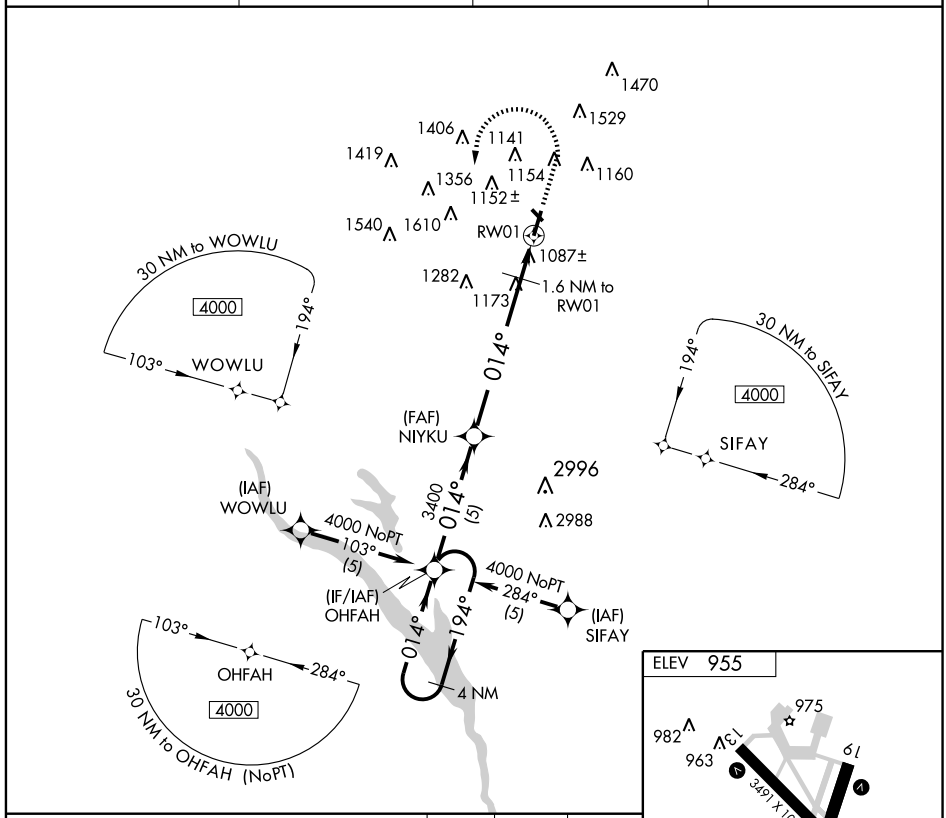
RNAV (GPS) RWY 1
AMES MUNI (AMW)

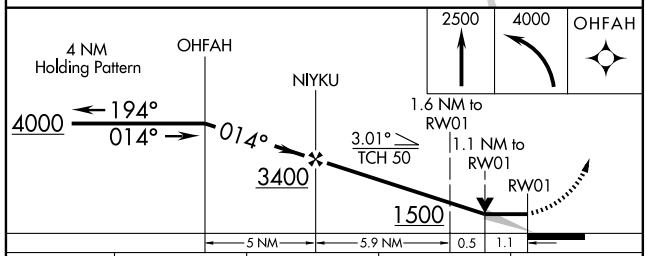
For inoperative MALSR, increase LNAV Cat D visibility to 1¼.
DME/DME RNP-0.3 NA.

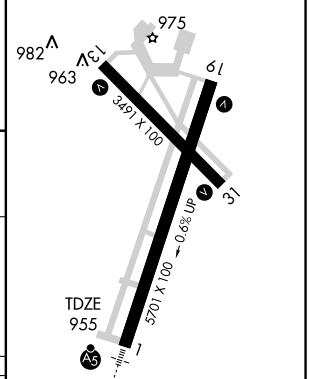
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct OHFAH WP and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1340-½ 385 (400-½)			1340-1 385 (400-1)
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	1520-2 565 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

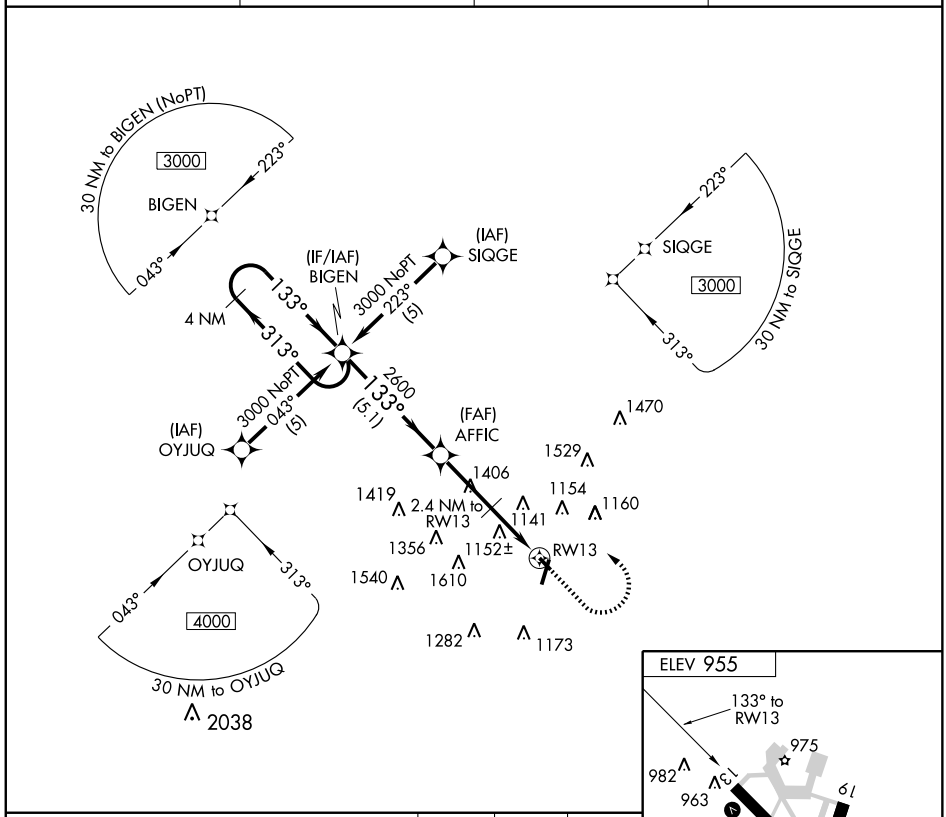
APP CRS	Rwy ldg	3491
133°	TDZE	930
	Apt Elev	955

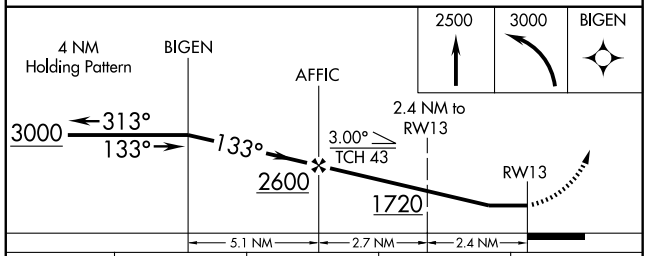
RNAV (GPS) RWY 13
AMES MUNI (AMW)

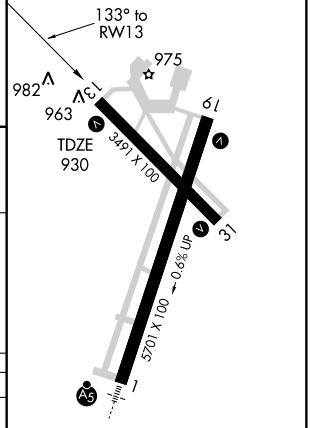
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct BIGEN WP and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1420-1 490 (500-1)		1420-1¼ 490 (500-1¼)	NA
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	NA

MIRL Rwys 1-19 and 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5701
194°	TDZE	937
	Apt Elev	955

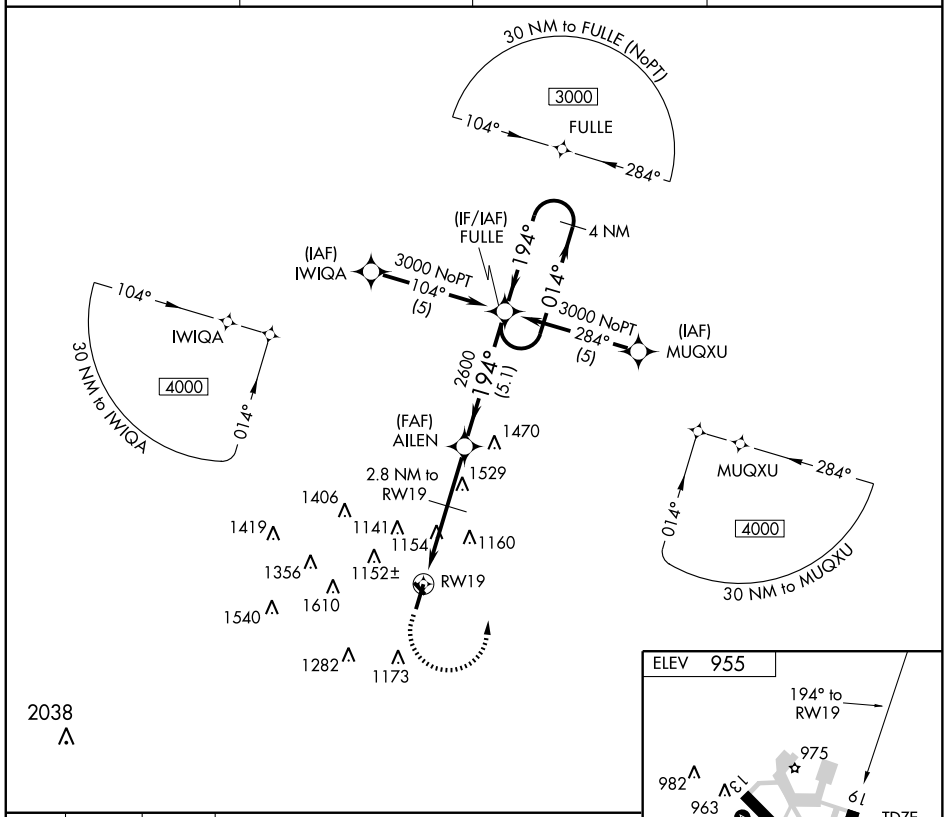
RNAV (GPS) RWY 19
AMES MUNI (AMW)

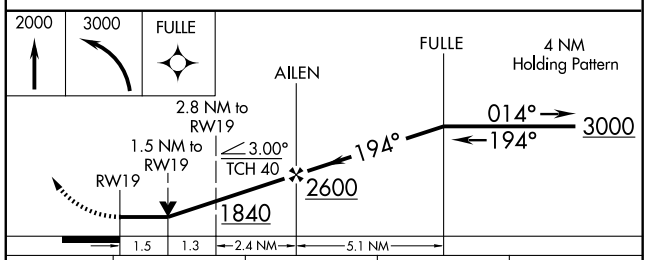
NA

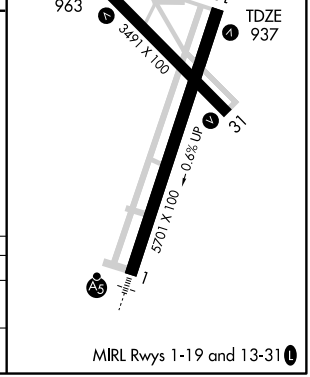
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FULLE WP and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1420-1 483 (500-1)		1420-1¼ 483 (500-1¼)	NA
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3491
313°	TDZE	930
	Apt Elev	955

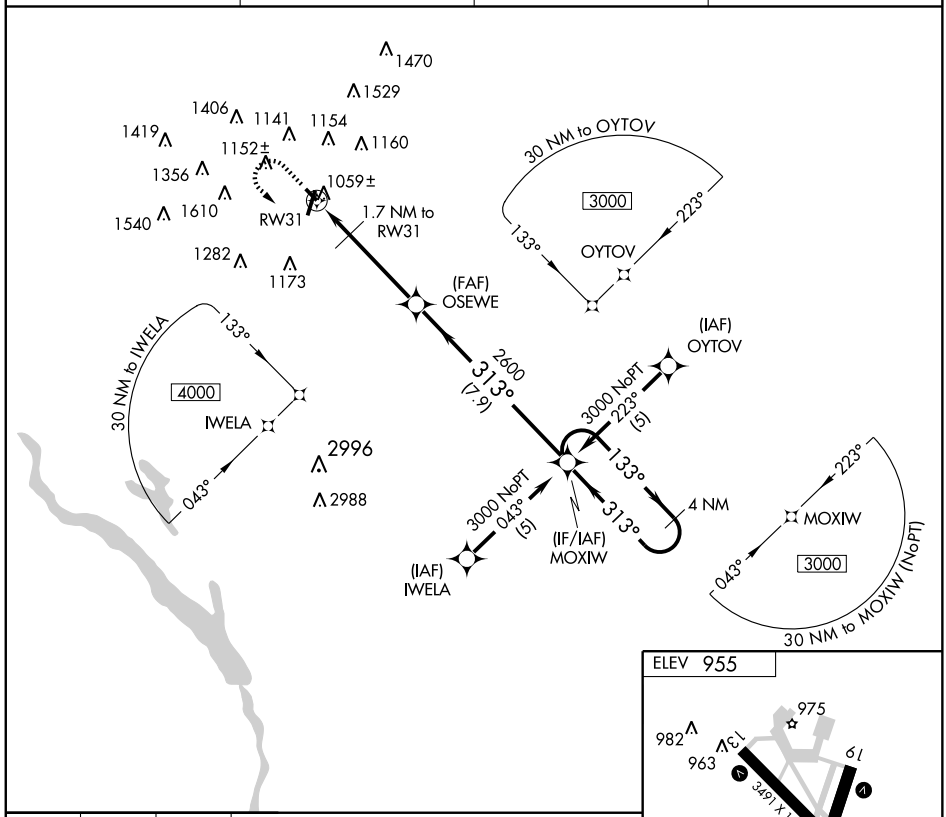
RNAV (GPS) RWY 31
AMES MUNI (AMW)

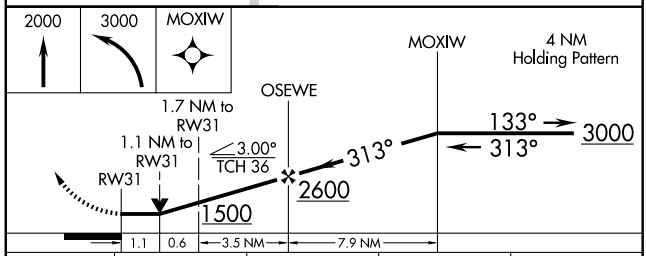
NA

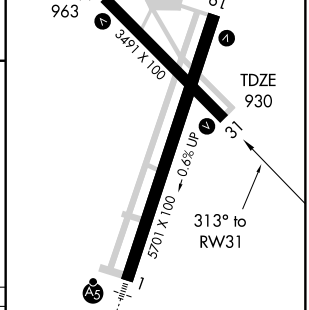
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MOXIW WP and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1300-1 370 (400-1)			NA
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	NA

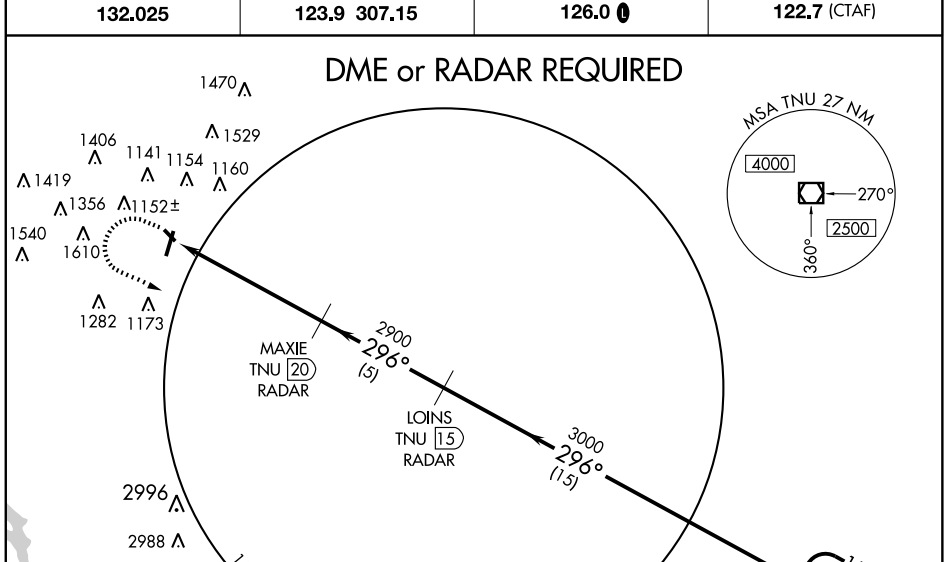
MIRL Rwys 1-19 and 13-31 L

VOR/DME TNU 112.5 Chan 72	APP CRS 296°	Rwy ldg 3491 TDZE 930 Apt Elev 955

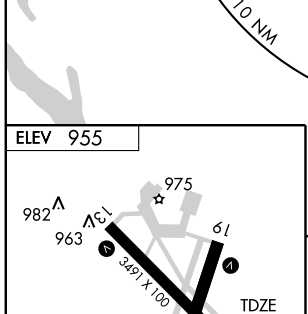
VOR RWY 31
AMES MUNI (AMW)

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)

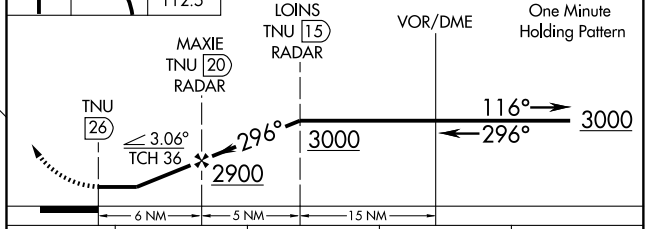


NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise 081.



MIRL Rwys 1-19 and 13-31 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-31	1500-1 570 (600-1)	1500-1¼ 570 (600-1¼)	1500-1½ 570 (600-1½)	NA
CIRCLING	1500-1 545 (600-1)	1500-1¼ 545 (600-1¼)	1500-1½ 545 (600-1½)	NA

ILS or LOC RWY 36
ANKENY RGNL (IKV)

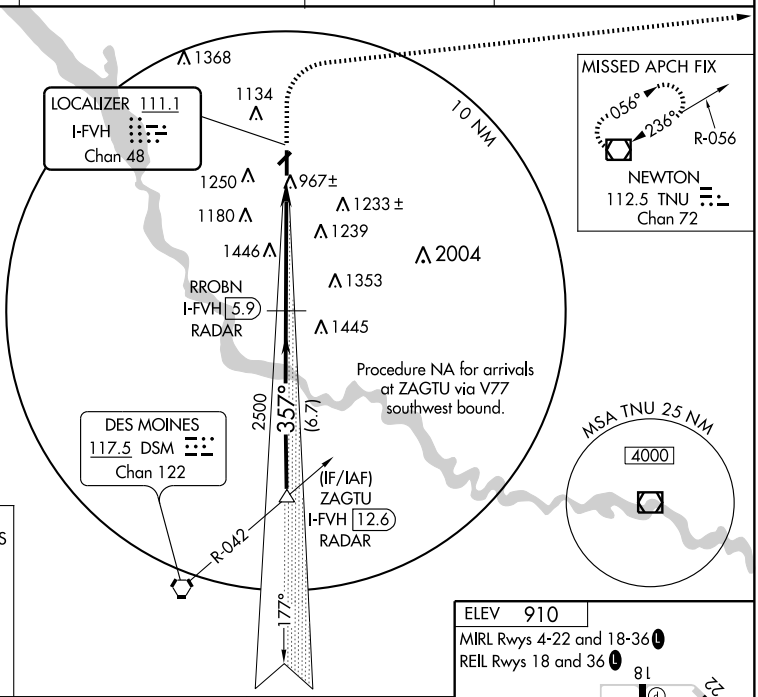
LOC/DME I-FVH	APP CRS	Rwy ldg	5500
111.1	357°	TDZE	891
Chan 48		Apt Elev	910

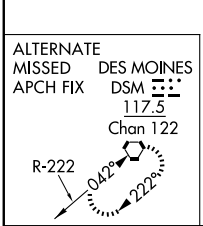
T
A NA

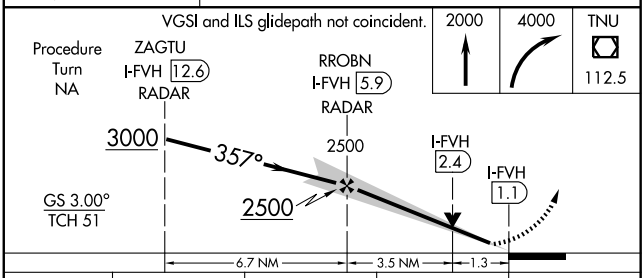
Circling to Rwy 22 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 all Cats, and Circling Cat C visibility ¼ mile. VDP NA when using Des Moines Intl altimeter setting. DME or RADAR required.

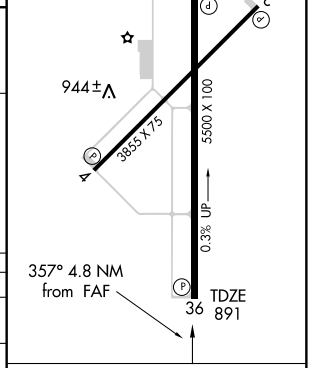
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L









CATEGORY	A	B	C	D
S-ILS 36	1141-¾ 250 (300-¾)			NA
S-LOC 36	1320-1 429 (500-1)		1320-1¼ 429 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 14 JAN 2010 to 11 FEB 2010

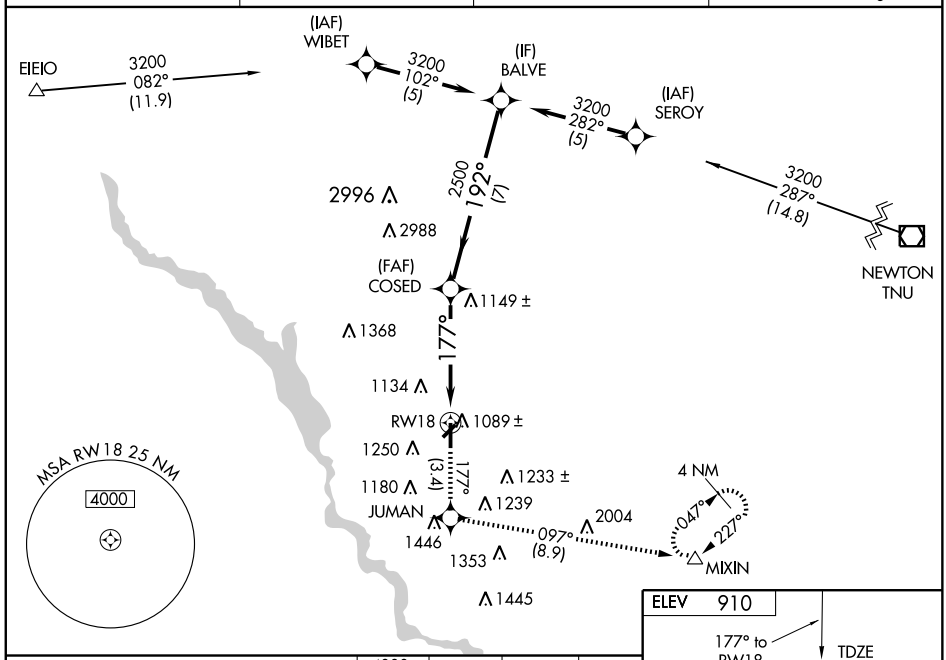
APP CRS	Rwy ldg	5500
177°	TDZE	903
	Apt Elev	910

RNAV (GPS) RWY 18
ANKENY RGNL (IKV)

DME/DME RNP- 0.3 NA. Circling Rwy 22 NA at night.
When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Des Moines Intl altimeter setting.

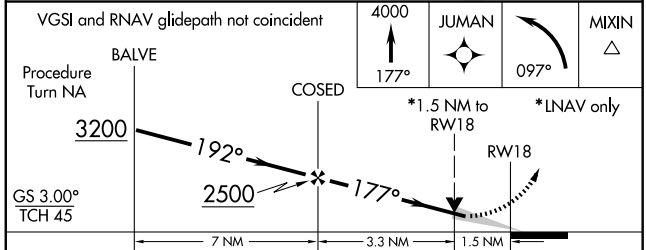
MISSED APPROACH: Climb to 4000 via 177° course to JUMAN WP then left turn via 097° course to MIXIN WP and hold.

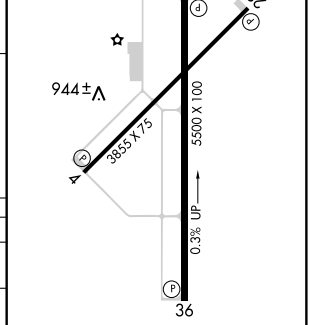
AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L



VGSI and RNAV glidepath not coincident

4000	JUMAN		MIXIN
177°		097°	





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1478-2 575 (600-2)			
LNAV MDA	1340-1 437 (500-1)		1340-1¼ 437 (500-1¼)	NA
CIRCLING	1560-1½ 650 (700-1½)		1560-1¾ 650 (700-1¾)	NA

MIRL Rwy 4-22 and 18-36 L
REIL Rwys 18 and 36 L

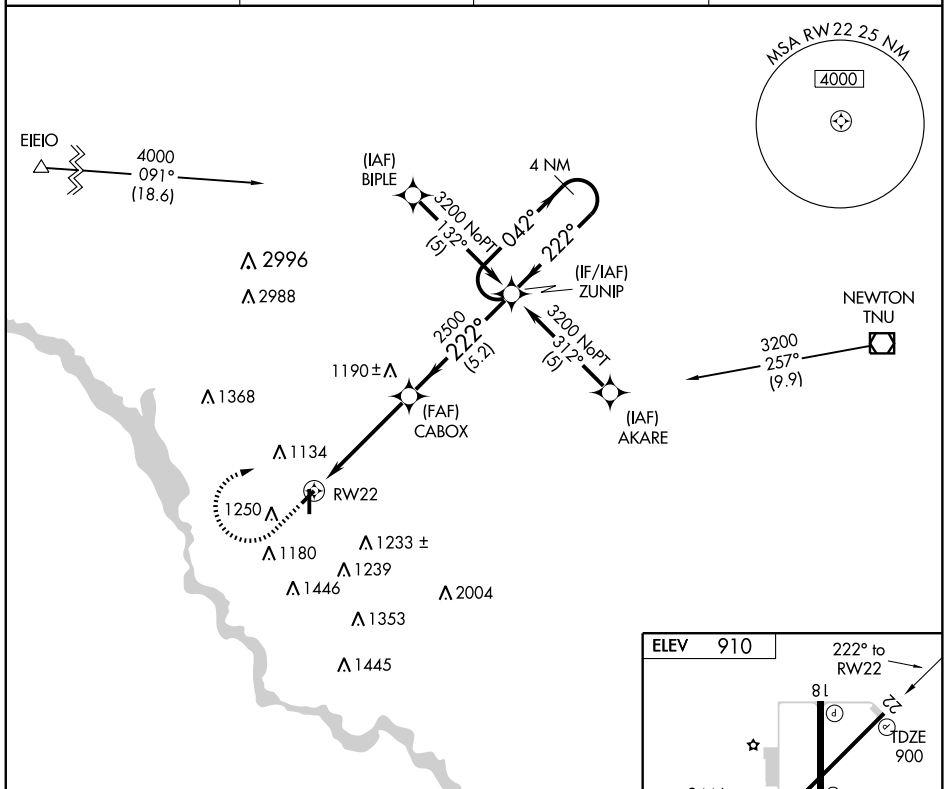
APP CRS	Rwy ldg	3855
222°	TDZE	900
	Apt Elev	910

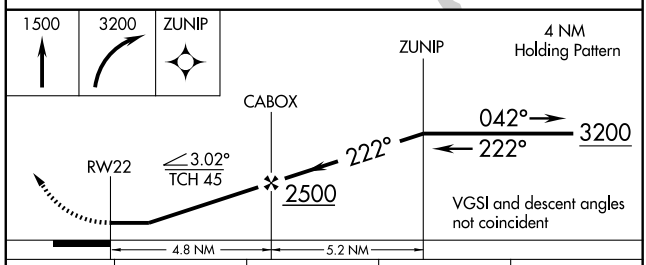
RNAV (GPS) RWY 22
ANKENY RGNL (IKV)

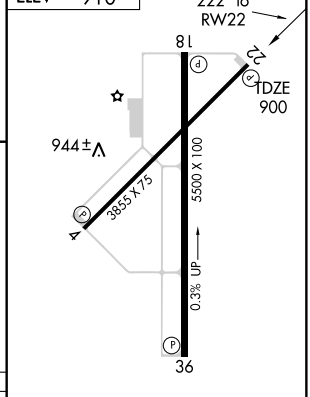
DME/DME RNP- 0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDA 40 feet. Increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then right climbing turn to 3200 direct ZUNIP WP and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 480 (500-1)		1380-1¼ 480 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA

MIRL Rwy 4-22 and 18-36 L
REIL Rwys 18 and 36 L

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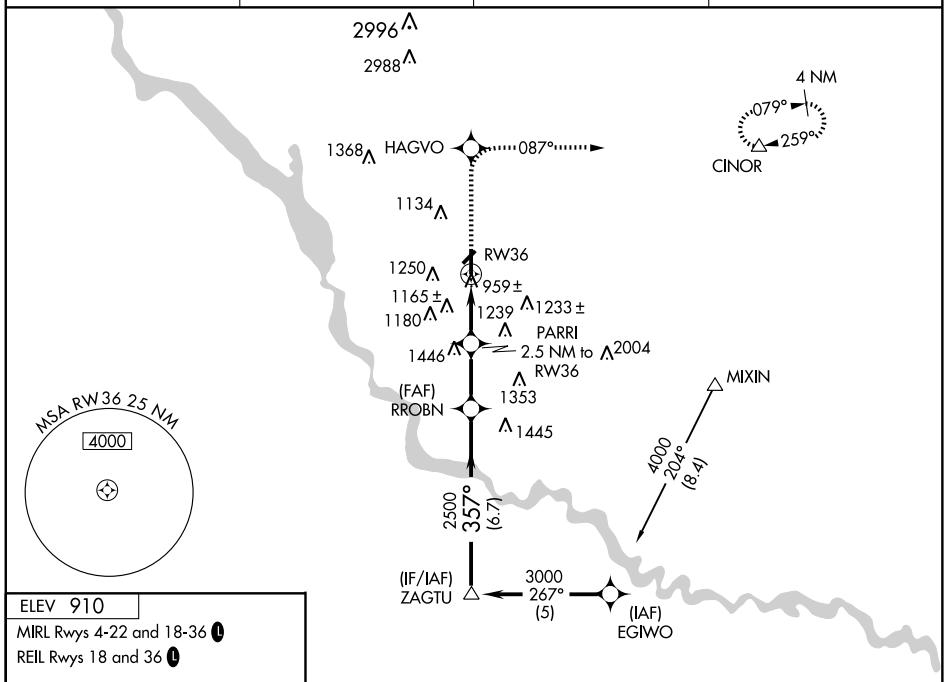
WAAS CH 70512 W36A	APP CRS 357°	Rwy ldg 5500 TDZE 891 Apt Elev 910

RNAV (GPS) RWY 36
ANKENY RGNL (IKV)

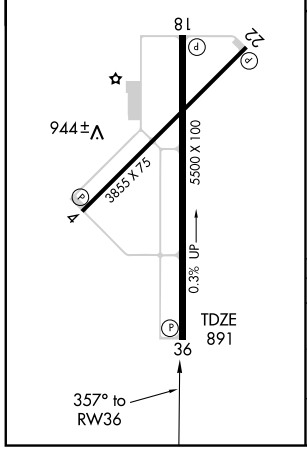
Circling to Rwy 22 NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase LNAV Cat C and Circling Cat C visibility ¼ mile.
VDP NA when using Des Moines Intl altimeter setting.

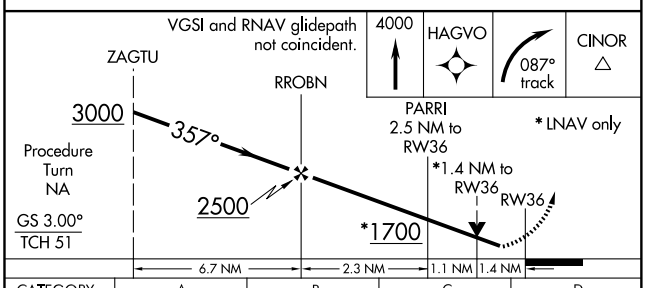
MISSED APPROACH: Climb to 4000 direct HAGVO and right turn via 087° track to CINOR and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L



ELEV 910
MIRL Rwys 4-22 and 18-36 L
REIL Rwys 18 and 36 L





CATEGORY	A	B	C	D
LPV DA	1176-1 285 (300-1)			NA
LNAV MDA	1360-1 469 (500-1)		1360-1¼ 469 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

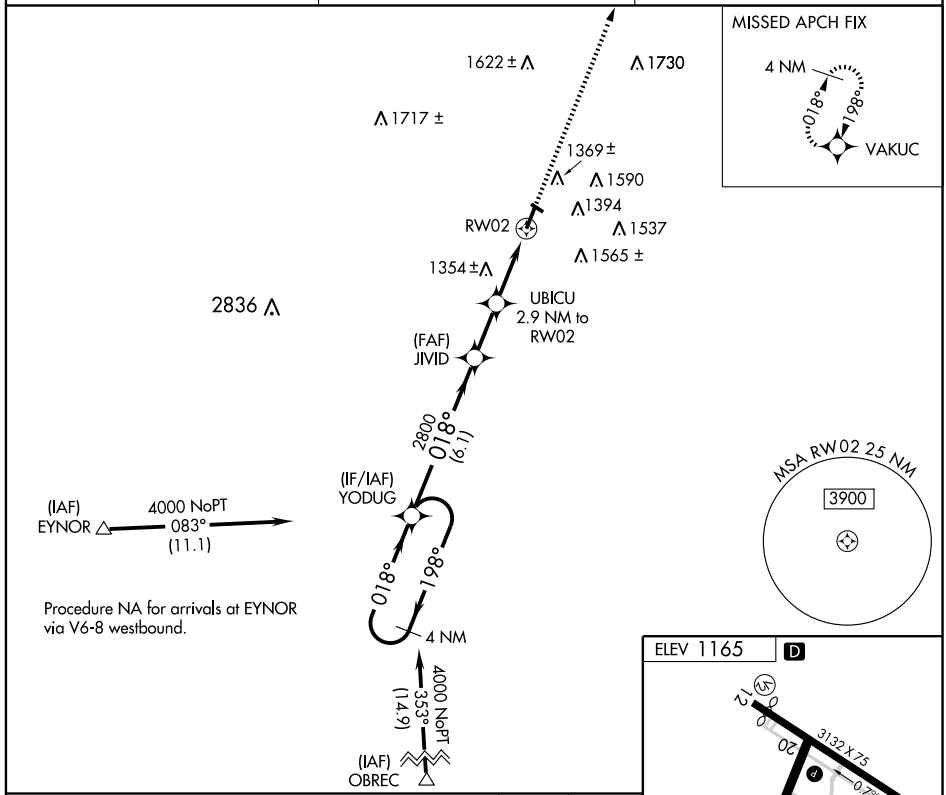
APP CRS	Rwy ldg	5000
018°	TDZE	1151
	Apt Elev	1165

RNAV (GPS) RWY 2
ATLANTIC MUNI (AIO)

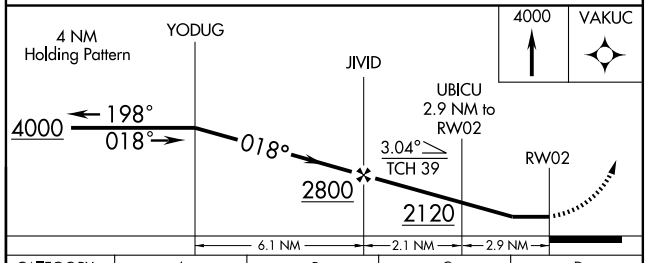
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cat C and D visibility ¼ mile.

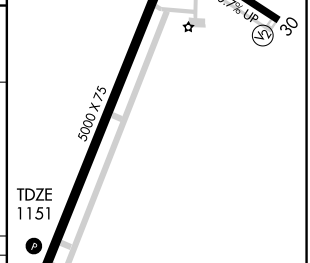
MISSED APPROACH: Climb to 4000 direct VAKUC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	119.6 290.4	122.7 (CTAF) L



Procedure NA for arrivals at EYNOR via V6-8 westbound.





REIL Rwys 2, 12, 20, and 30 L
MIRL Rwys 2-20 and 12-30 L

CATEGORY	A	B	C	D
LNAV MDA	1620-1 469 (500-1)		1620-1¼ 469 (500-1¼)	1620-1½ 469 (500-1½)
CIRCLING	1720-1 555 (600-1)		1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)

NC-3. 14 JAN 2010 to 11 FEB 2010

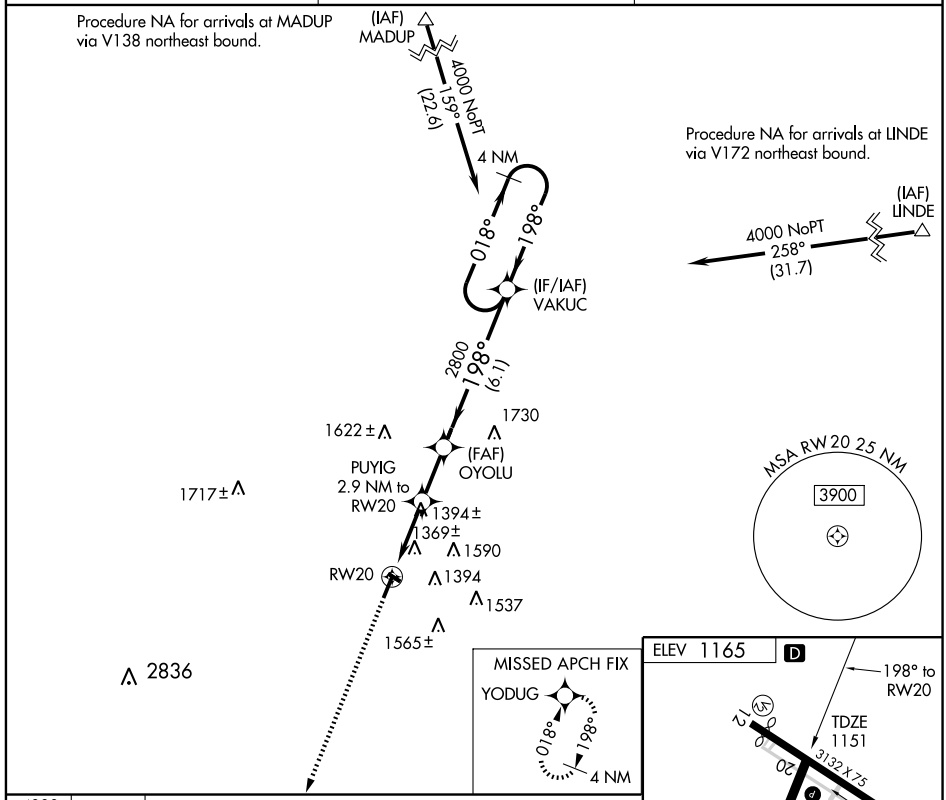
APP CRS	Rwy ldg	5000
198°	TDZE	1151
	Apt Elev	1165

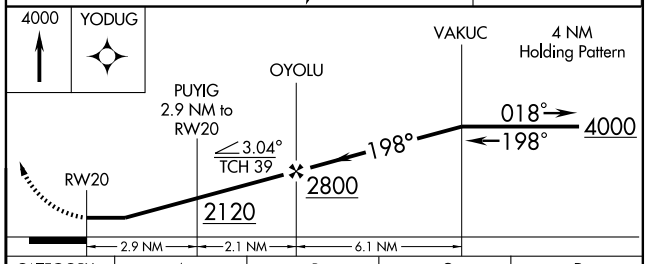
RNAV (GPS) RWY 20
ATLANTIC MUNI (AIO)

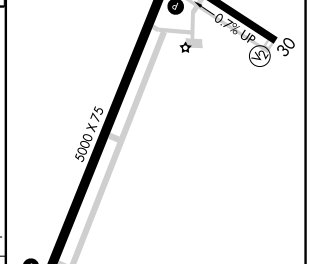
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV Cat D and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct YODUG and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	119.6 290.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 509 (500-1)		1660-1½ 509 (500-1½)	
CIRCLING	1720-1 555 (600-1)		1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)

REIL Rwys 2, 12, 20, and 30 L
MIRL Rwys 2-20 and 12-30 L

NC-3, 14 JAN 2010 to 11 FEB 2010

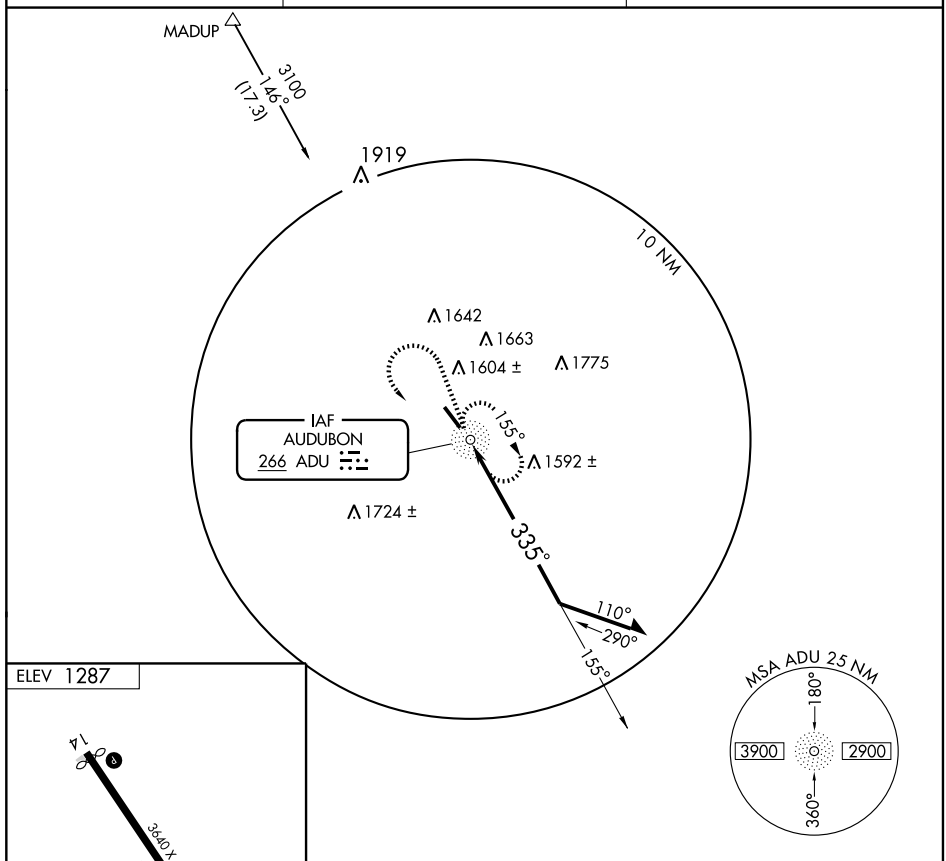
NDB ADU 266	APP CRS 335°	Rwy ldg 3640 TDZE 1287 Apt Elev 1287

NDB RWY 32
AUDUBON COUNTY (ADU)

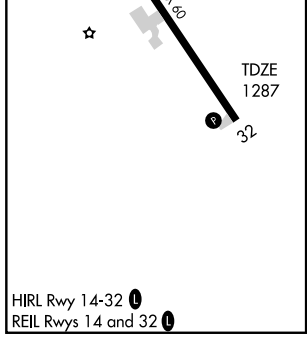
NA

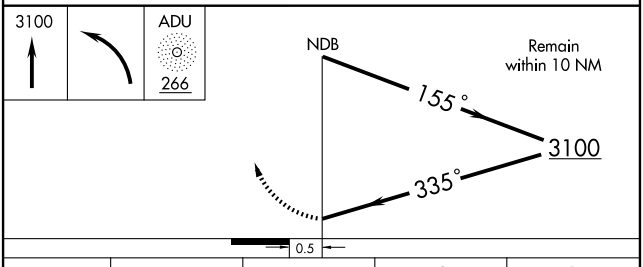
MISSED APPROACH: Climb to 3100 then left turn direct ADU NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	119.6 290.4	122.8 (CTAF) L



ELEV 1287





CATEGORY	A	B	C	D
S-32	1980-1	693 (700-1)	NA	
CIRCLING	1980-1	693 (700-1)	NA	

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

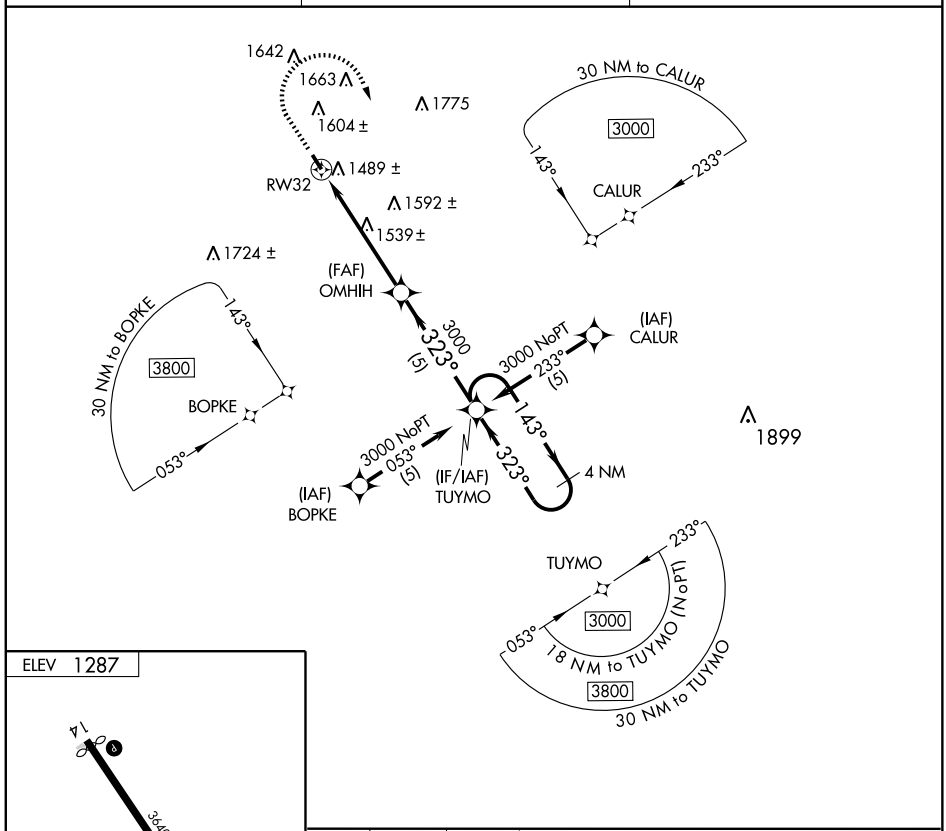
APP CRS	Rwy ldg	3640
323°	TDZE	1287
	Apt Elev	1287

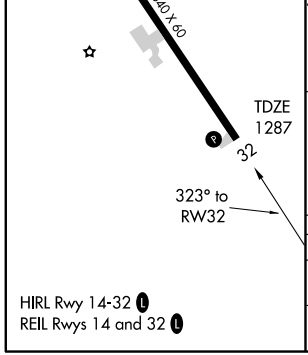
RNAV (GPS) RWY 32
AUDUBON COUNTY (ADU)

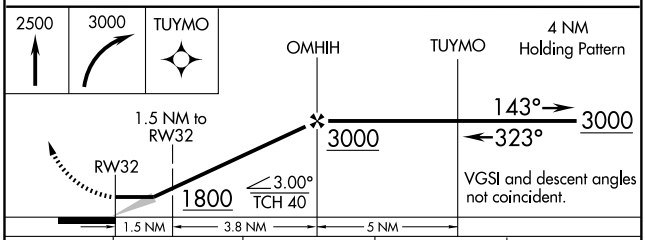
NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYMO WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1740-1 453 (500-1)		NA	
CIRCLING	1900-1 613 (700-1)		NA	

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

APP CRS	Rwy ldg	4000
176°	TDZE	771
	Apt Elev	771

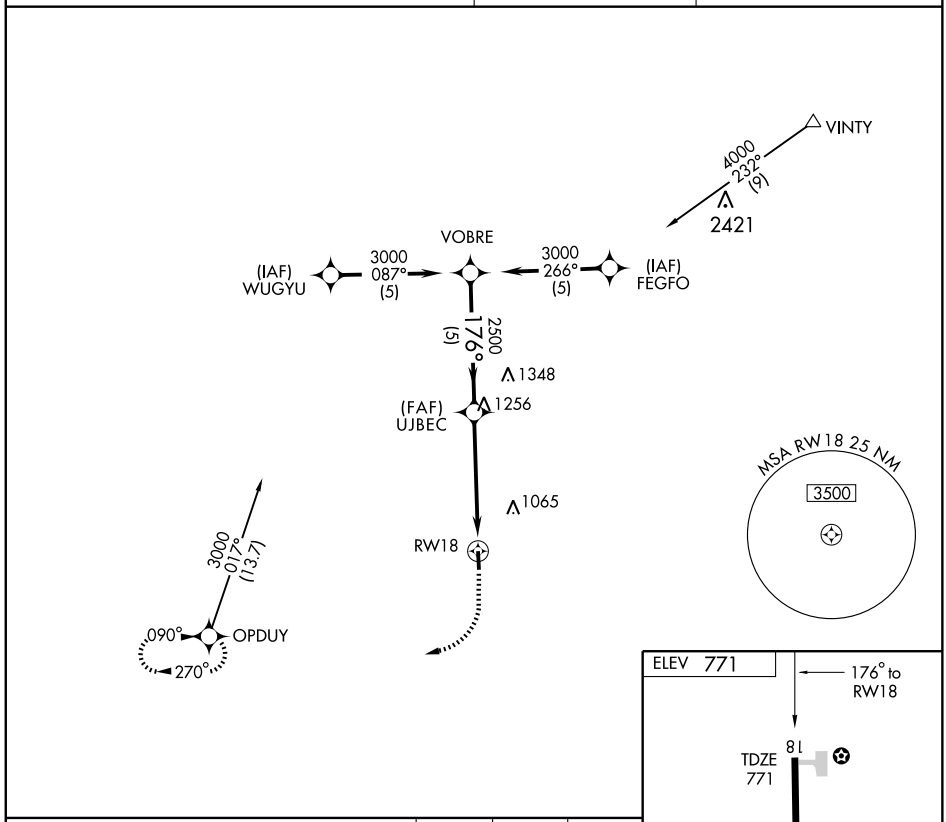
GPS RWY 18
BELLE PLAINE MUNI (TZT)

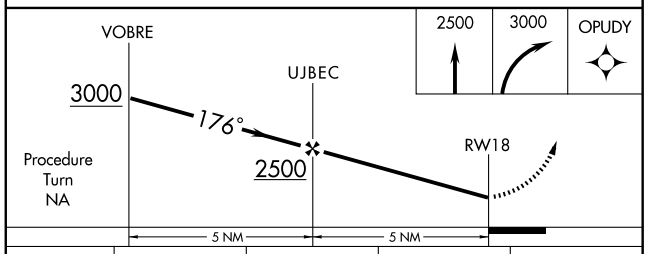
Use Cedar Rapids altimeter setting.

NA

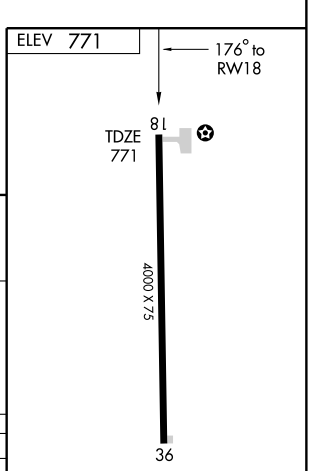
MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★	CTAF	122.8 L
119.7 266.8	122.9	





CATEGORY	A	B	C	D
S-18	1400-1 629 (700-1)		NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	



MIRL Rwy 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4000
357°	TDZE	770
	Apt Elev	771

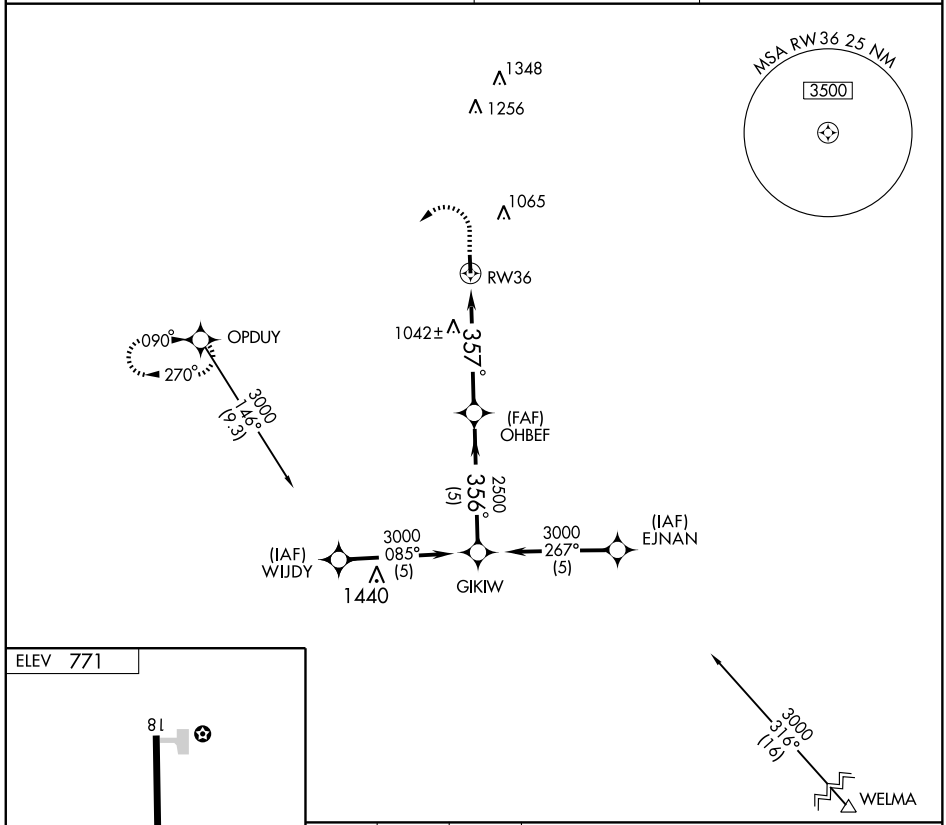
GPS RWY 36
BELLE PLAINE MUNI (TZT)

Use Cedar Rapids altimeter setting.

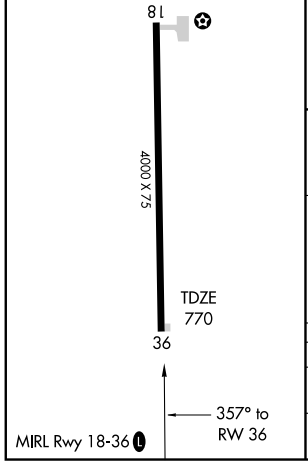
NA

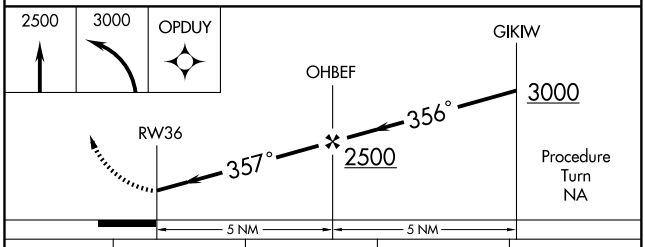
MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★	CTAF	
119.7 266.8	122.9	122.8 L



ELEV 771





CATEGORY	A	B	C	D
S-36	1380-1 610 (700-1)		NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	

NDB TZT	APP CRS	Rwy ldg	4000
371	360°	TDZE	770
		Apt Elev	771

NDB RWY 36

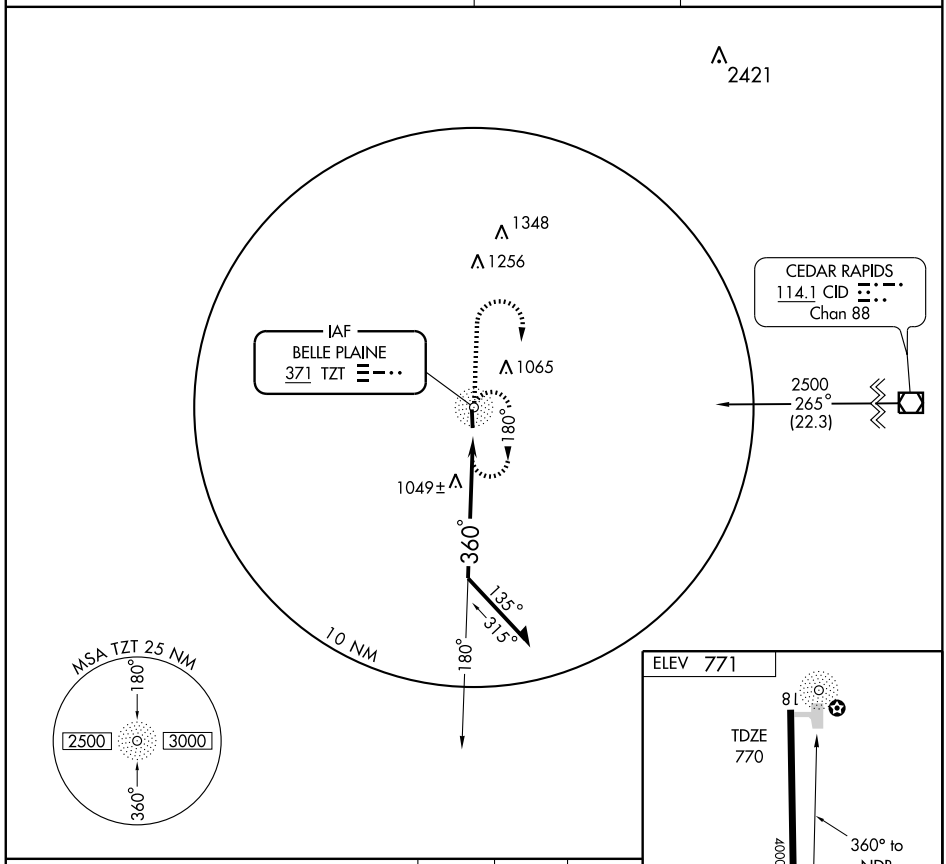
BELLE PLAINE MUNI (TZT)

Use Cedar Rapids altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then right turn direct TZT NDB and hold.

CEDAR RAPIDS APP CON ★	CTAF	122.8 L
119.7 266.8	122.9	



CATEGORY	A	B	C	D
S-36	1480-1	710 (800-1)	NA	
CIRCLING	1480-1	709 (800-1)	NA	

VOR/DME CID	APP CRS	Rwy ldg	N/A
114.1	264°	TDZE	N/A
Chan 88		Apt Elev	771

VOR/DME-A

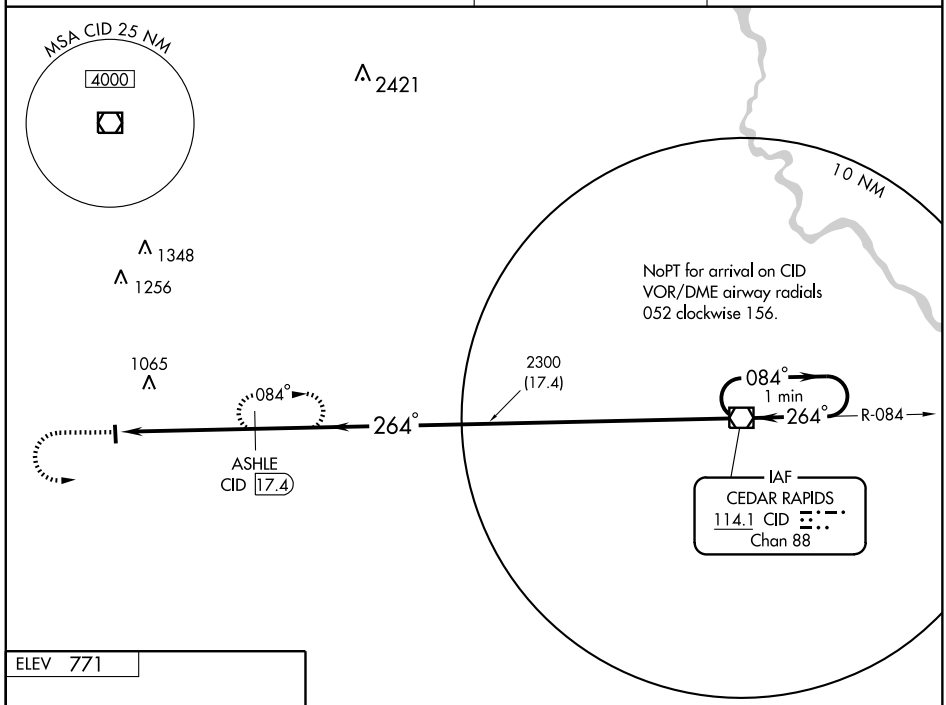
BELLE PLAINE MUNI (TZT)

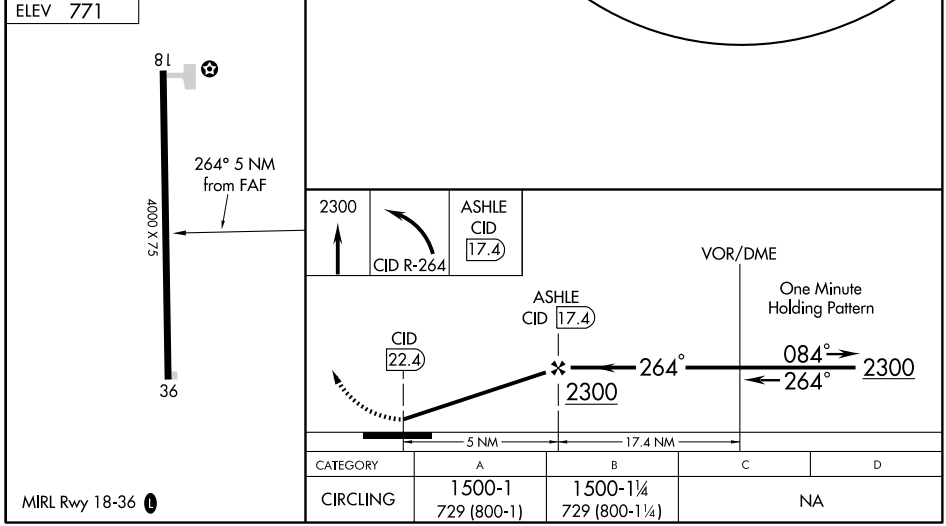
Use Cedar Rapids altimeter setting.

NA

MISSED APPROACH: Climb to 2300 then left turn via CID R-264 to ASHLE 17.4 DME and hold.

CEDAR RAPIDS APP CON ★	CTAF	122.8 L
119.7 266.8	122.9	





CATEGORY	A	B	C	D
CIRCLING	1500-1 729 (800-1)	1500-1¼ 729 (800-1¼)	NA	

MIRL Rwy 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB BEX 269	APP CRS 354°	Rwy ldg 3401 TDZE 888 Apt Elev 888

NDB RWY 36

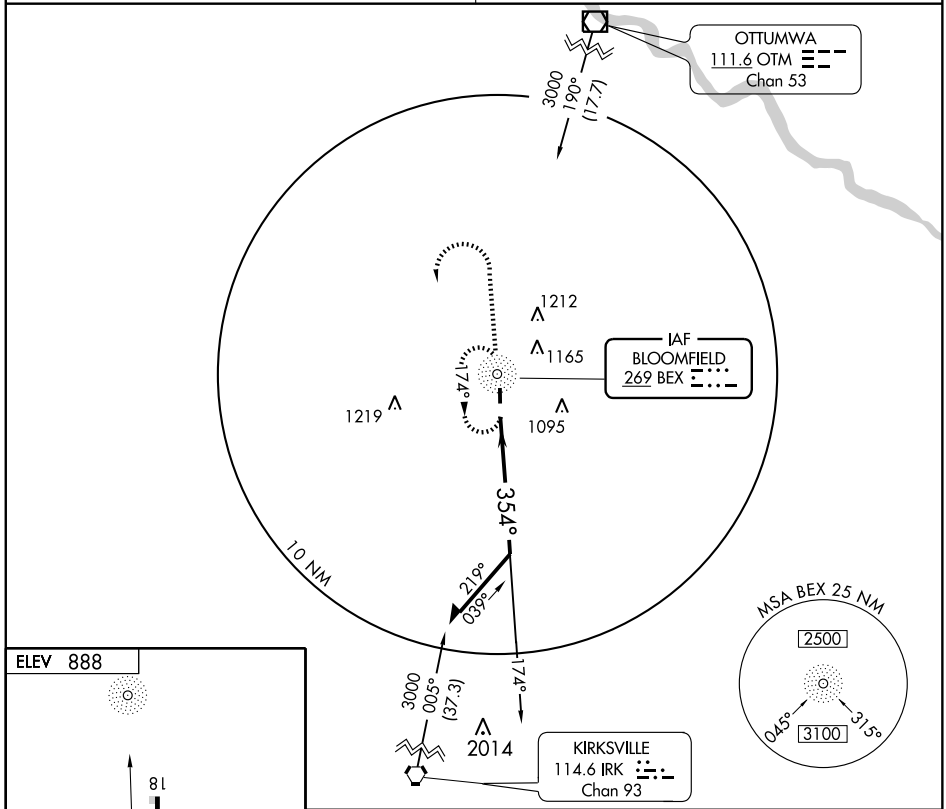
BLOOMFIELD MUNI (4K6)

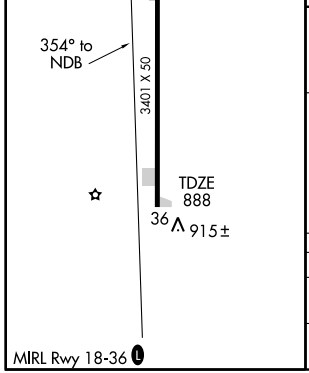
Use Ottumwa altimeter setting; when not available, procedure NA.

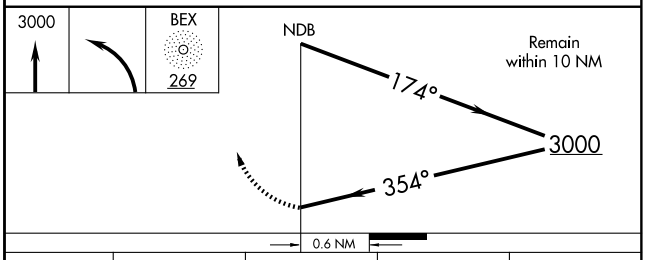
NA

MISSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA
CIRCLING	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

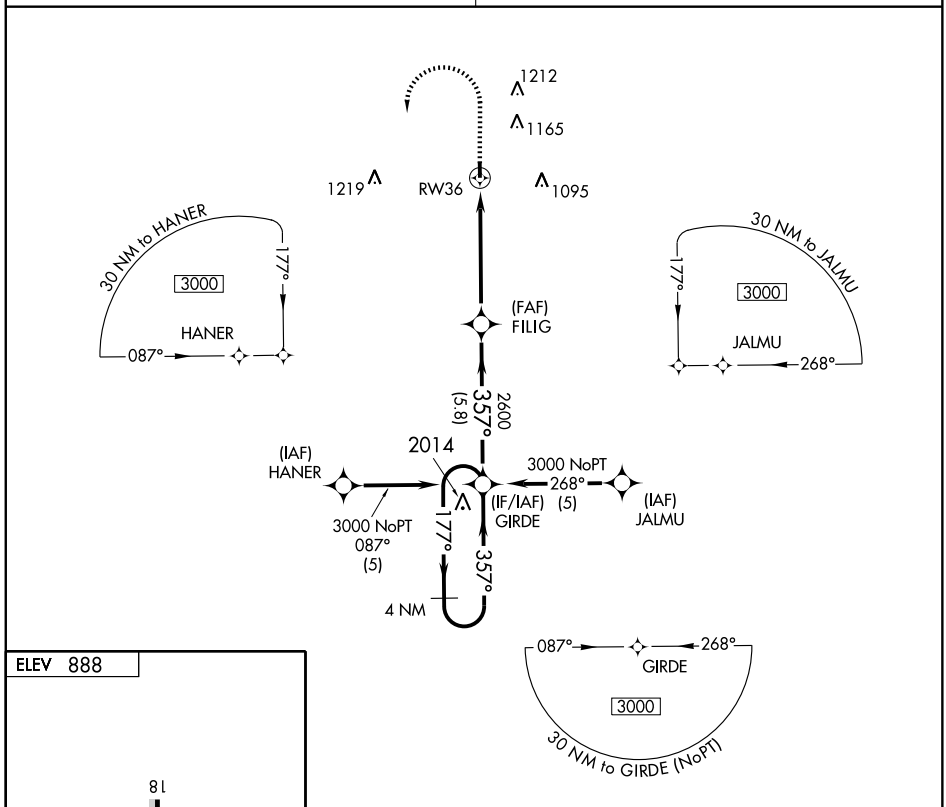
APP CRS	Rwy ldg	3401
357°	TDZE	888
	Apt Elev	888

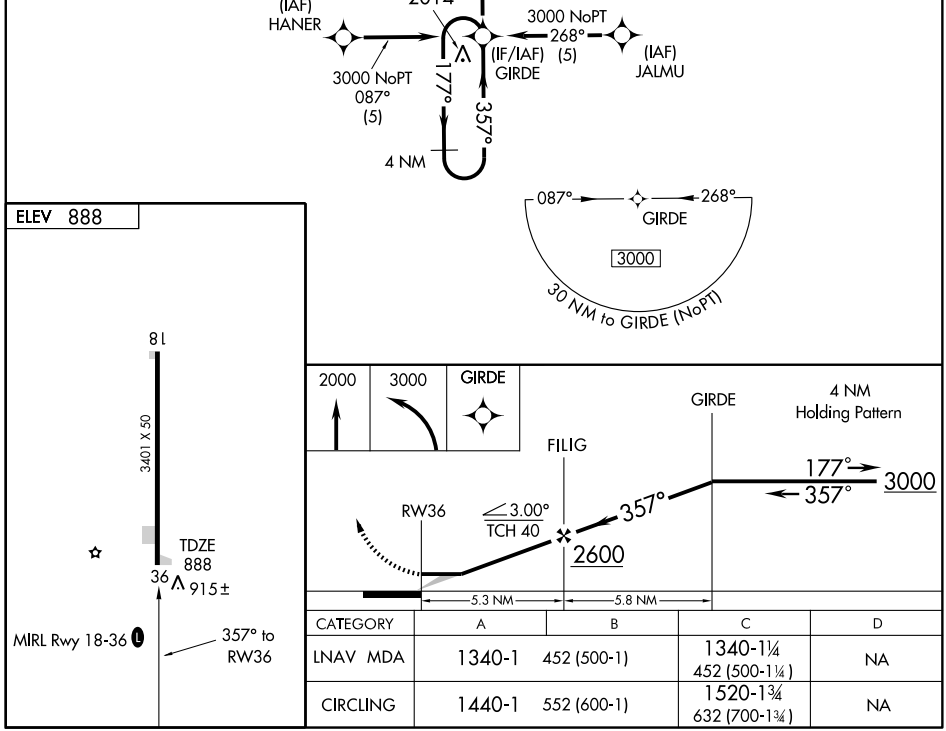
RNAV (GPS) RWY 36
BLOOMFIELD MUNI (4K6)

Use Ottumwa altimeter setting; when not available, procedure NA.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1340-1 452 (500-1)		1340-1¼ 452 (500-1¼)	NA
CIRCLING	1440-1 552 (600-1)		1520-1¾ 632 (700-1¾)	NA

NDB BNW 407	APP CRS 225°	Rwy ldg N/A TDZE 1147 Apt Elev 1160

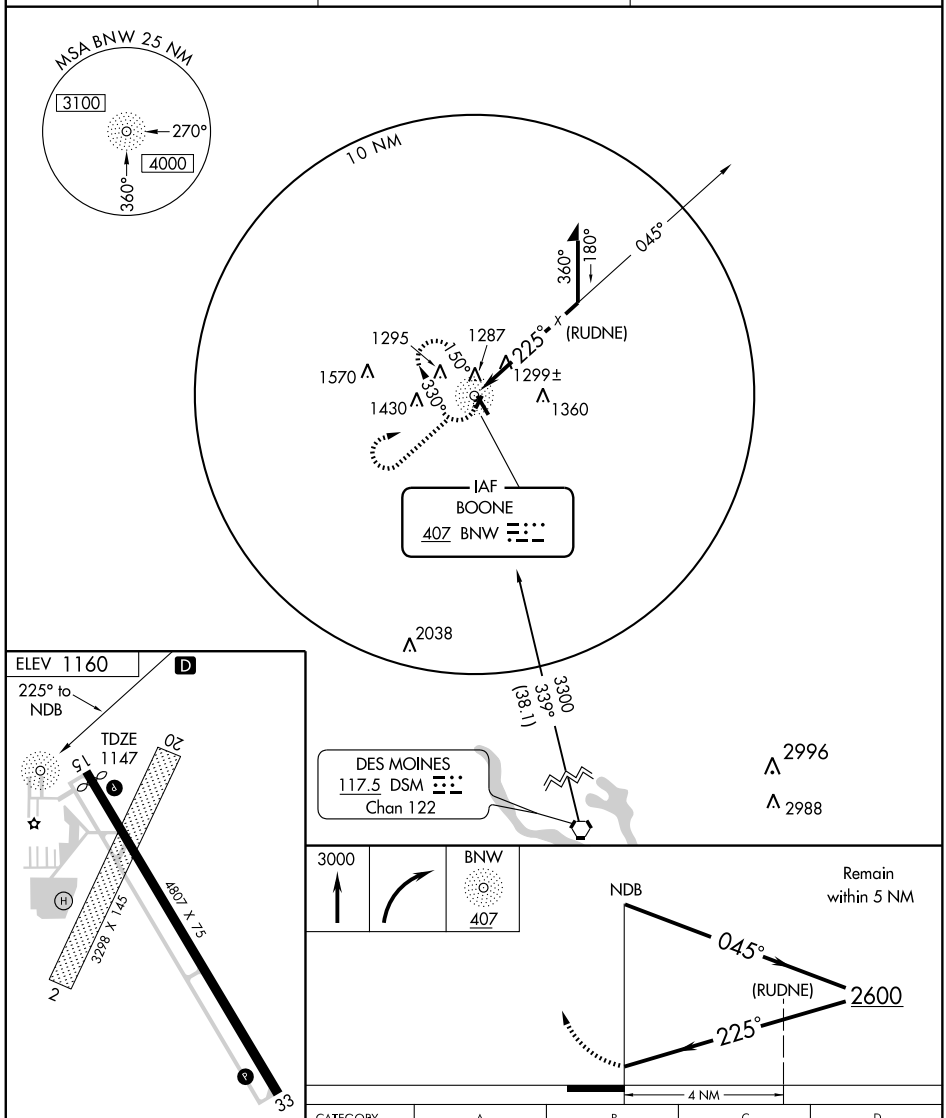
COPTER NDB or GPS 225°

BOONE MUNI (BNW)

NA

MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L



CATEGORY	A	B	C	D
H-225	1660-½ 513 (500-½)	NA		

NC-3. 14 JAN 2010 to 11 FEB 2010

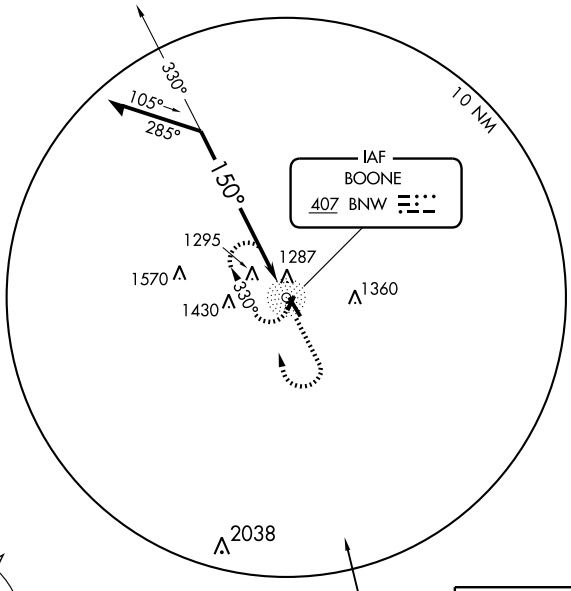
NDB BNW 407	APP CRS 150°	Rwy ldg 4667 TDZE 1138 Apt Elev 1160

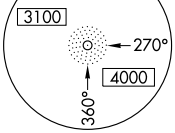
NDB RWY 15
BOONE MUNI (BNW)

T
A NA

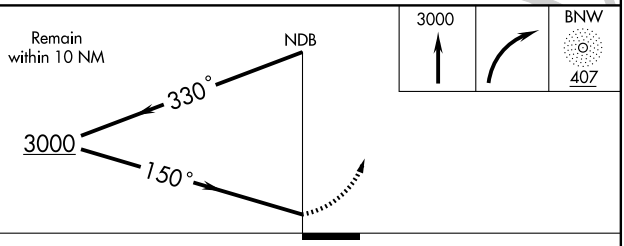
MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

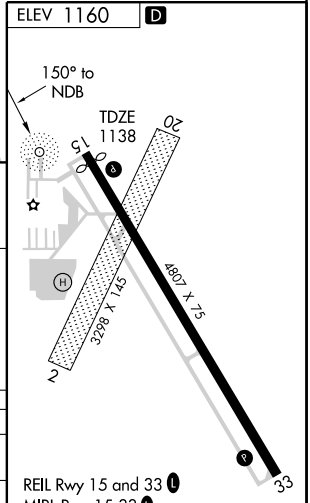
AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L





DES MOINES
117.5 DSM
Chan 122





CATEGORY	A	B	C	D
S-15	1820-1	682 (700-1)	NA	
CIRCLING	1820-1	660 (700-1)	NA	

NC-3. 14 JAN 2010 to 11 FEB 2010

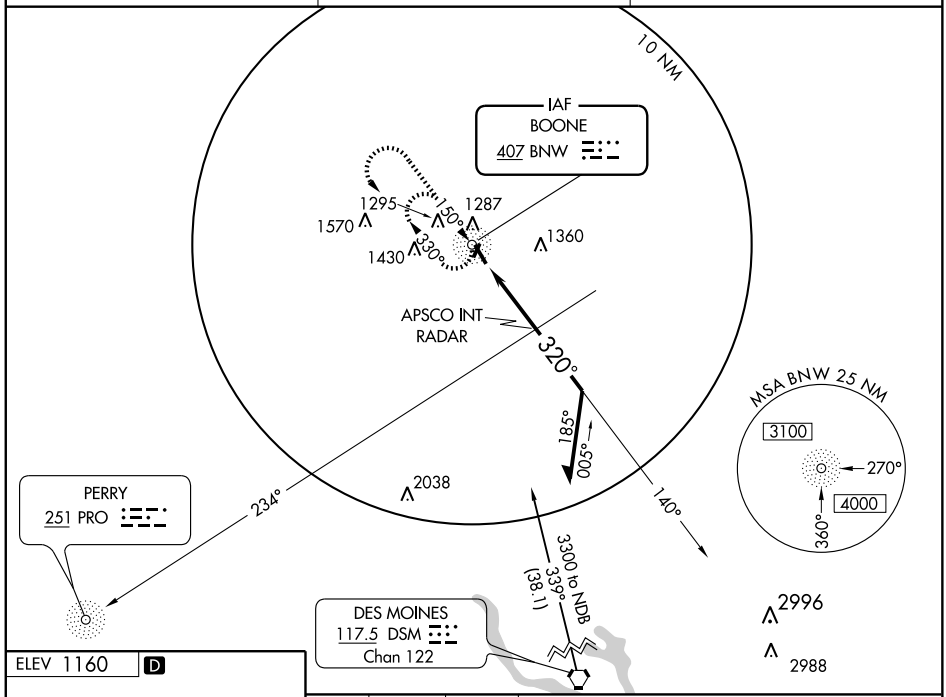
NDB BNW 407	APP CRS 320°	Rwy ldg 4807 TDZE 1138 Apt Elev 1160

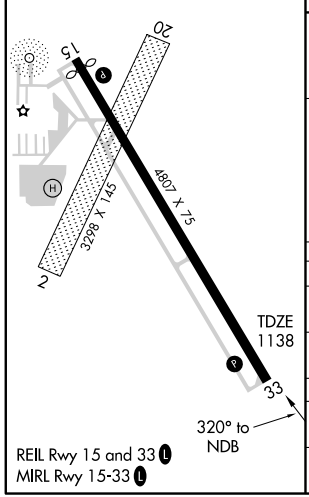
NDB RWY 33
BOONE MUNI (BNW)

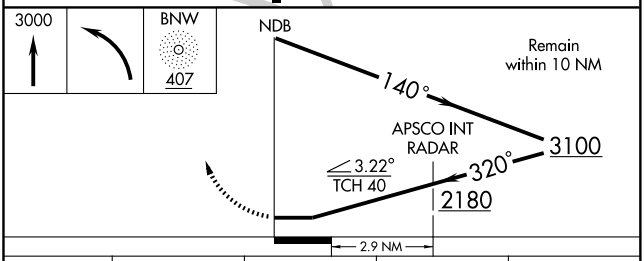
NA

MISSED APPROACH: Climb to 3000 then left turn direct BNW NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-33	2180-1¼ 1042 (1100-1¼)	2180-1½ 1042 (1100-1½)	NA	
CIRCLING	2180-1¼ 1020 (1100-1¼)	2180-1½ 1020 (1100-1½)	NA	
APSCO FIX MINIMUMS				
S-33	1660-1 522 (500-1)		NA	
CIRCLING	1660-1 500 (500-1)		NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

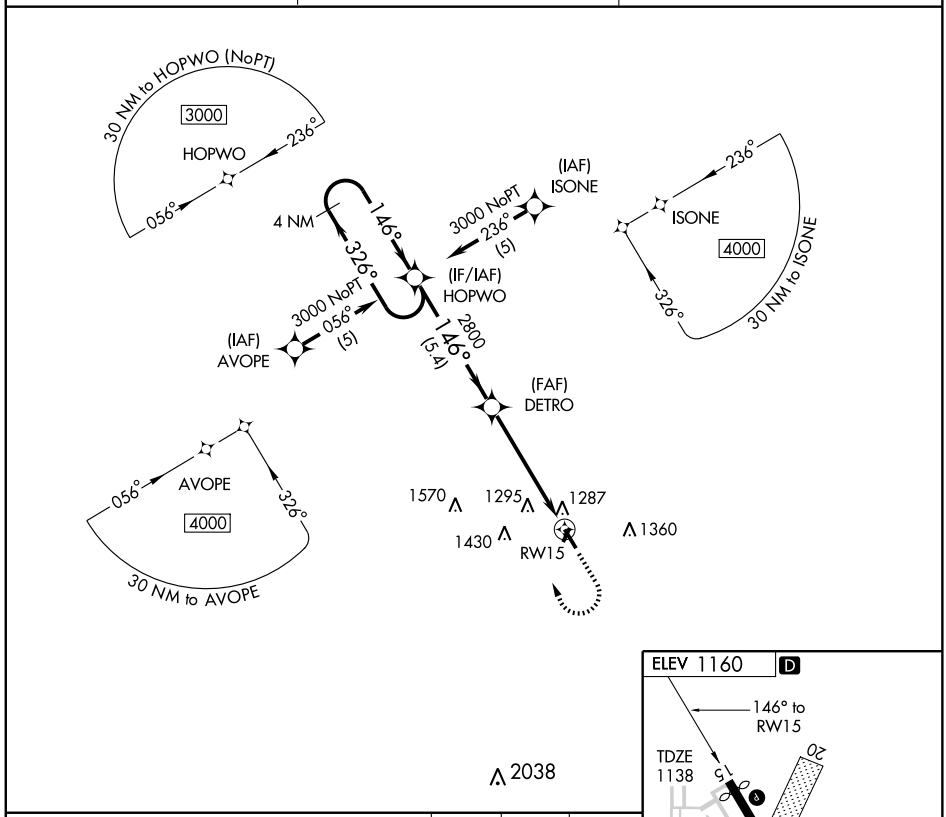
APP CRS	Rwy ldg	4667
146°	TDZE	1138
	Apt Elev	1160

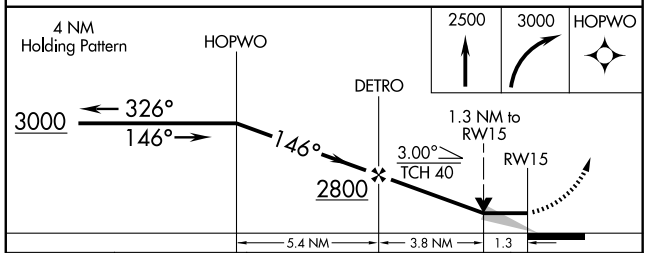
RNAV (GPS) RWY 15
BOONE MUNI (BNW)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

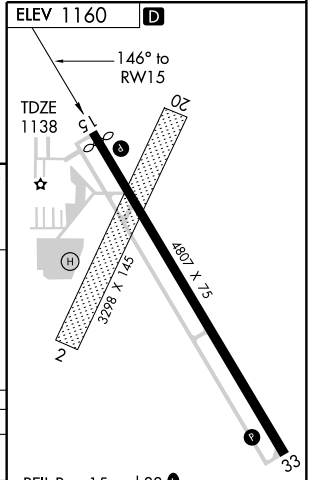
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct HOPWO WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1580-1 442 (500-1)		NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	



REIL Rwy 15 and 33 L
MIRL Rwy 15-33 L

NC-3, 14 JAN 2010 to 11 FEB 2010

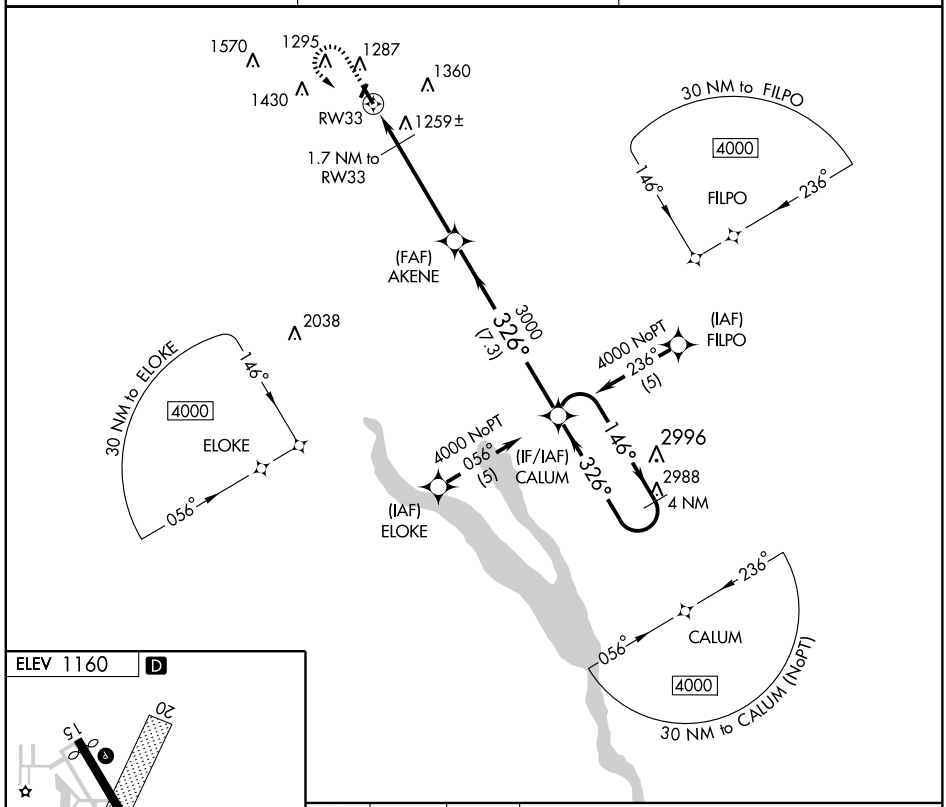
APP CRS	Rwy ldg	4807
326°	TDZE	1138
	Apt Elev	1160

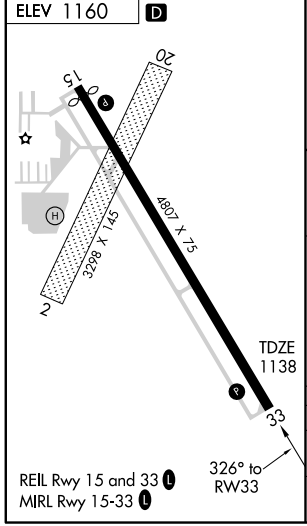
RNAV (GPS) RWY 33
BOONE MUNI (BNW)

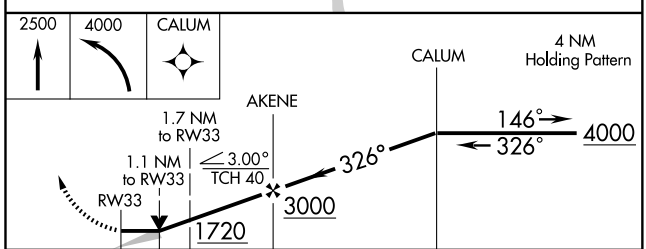
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct CALUM WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L



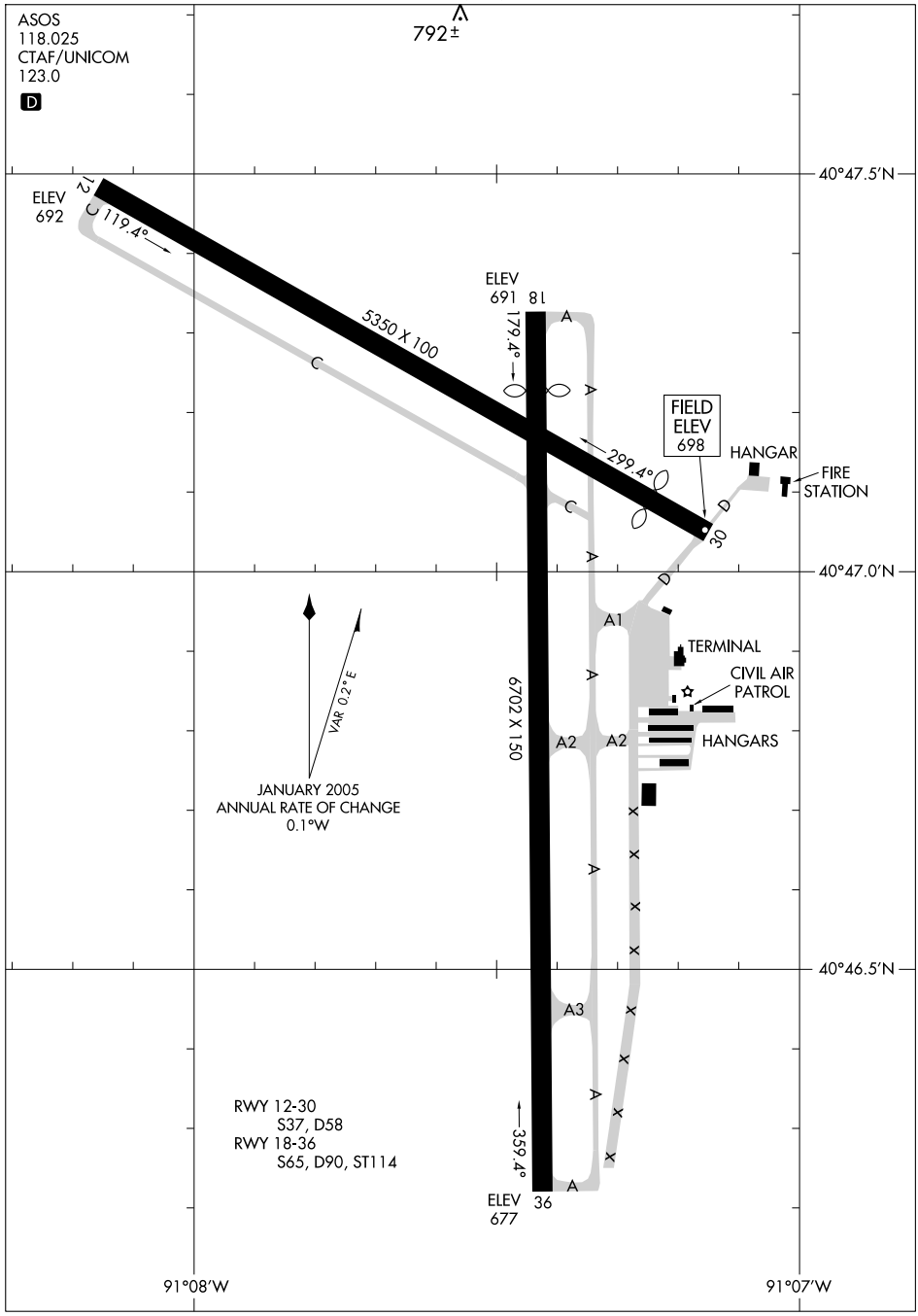




CATEGORY	A	B	C	D
LNAV MDA	1520-1	382 (400-1)	NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	

AIRPORT DIAGRAM

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)
BURLINGTON, IOWA



LOC I-BRL	APP CRS	Rwy ldg	6102
108.9	359°	TDZE	694
		Apt Elev	698

ILS or LOC RWY 36

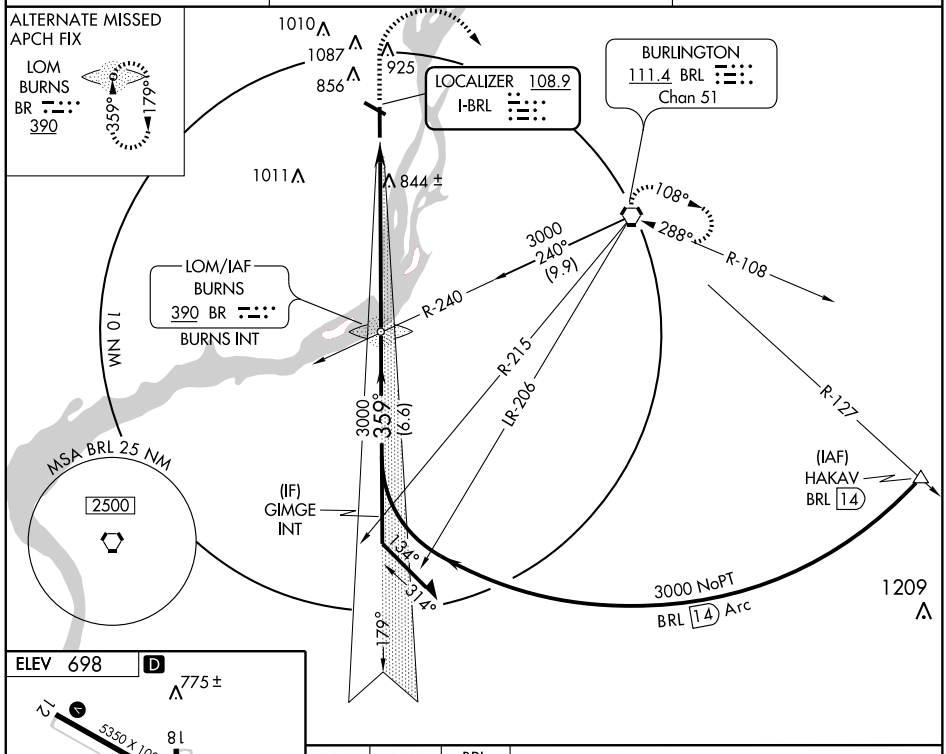
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

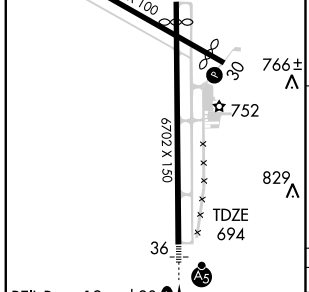
When local altimeter setting not received, use Fort Madison altimeter setting and increase DA 31 feet, all MDA 40 feet, and Cat D Circling visibility ¼ mile.

MALSR

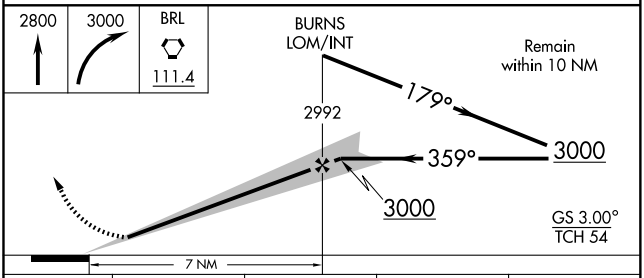
MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VORTAC and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L





FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20



CATEGORY	A	B	C	D
S-ILS 36	894-½ 200 (200-½)			
S-LOC 36	1140-½ 446 (500-½)		1140-¾ 446 (500-¾)	1140-1 446 (500-1)
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	1400-2¼ 702 (800-2¼)

APP CRS	Rwy ldg	5350
118°	TDZE	692
	Apt Elev	698

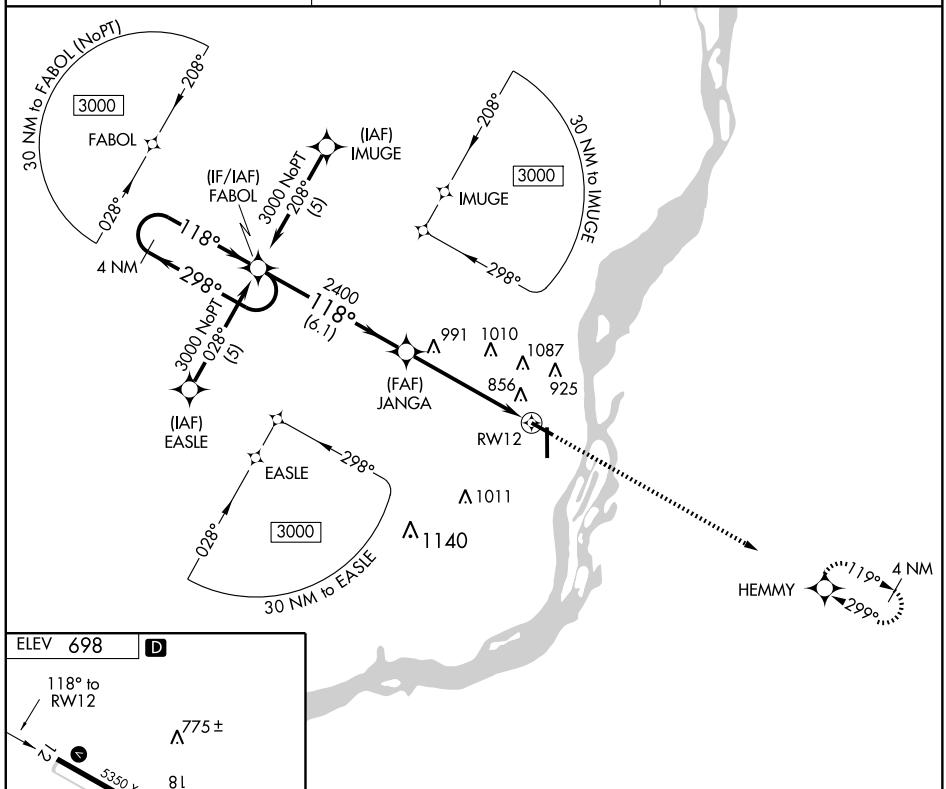
RNAV (GPS) RWY 12

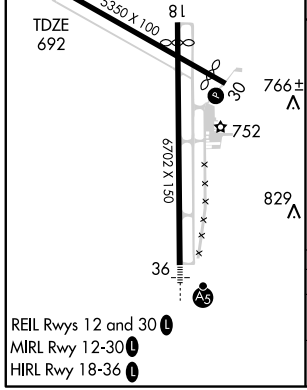
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

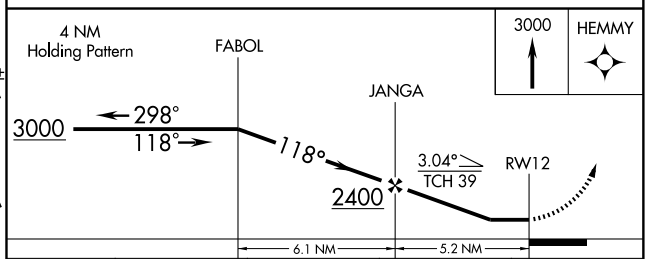
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct HEMMY and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1 608 (700-1)		1300-1¾ 608 (700-1¾)	NA
CIRCLING	1300-1 602 (700-1)		1300-1¾ 602 (700-1¾)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4850
299°	TDZE	693
	Apt Elev	698

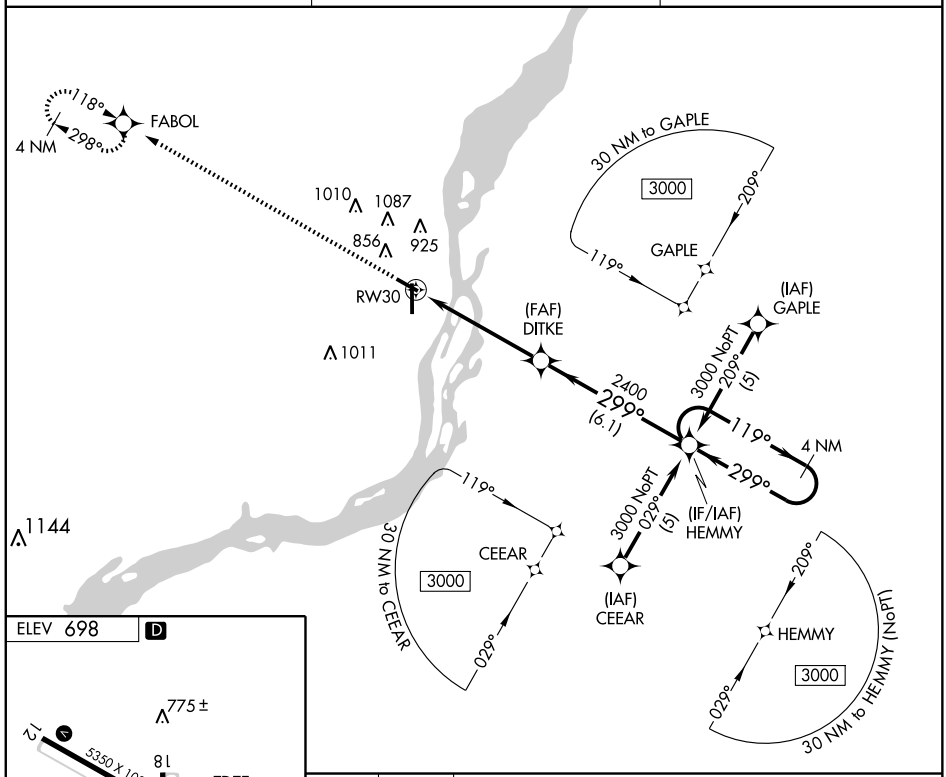
RNAV (GPS) RWY 30

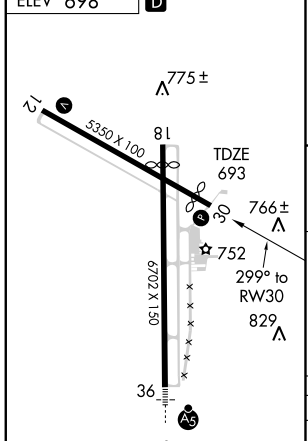
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility ¼ mile.

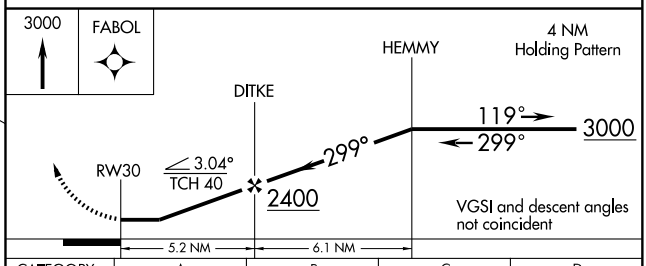
MISSED APPROACH: Climb to 3000 direct FABOL and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L





REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42711 W36A	APP CRS 359°	Rwy ldg 6102 TDZE 694 Apt Elev 698

RNAV (GPS) RWY 36

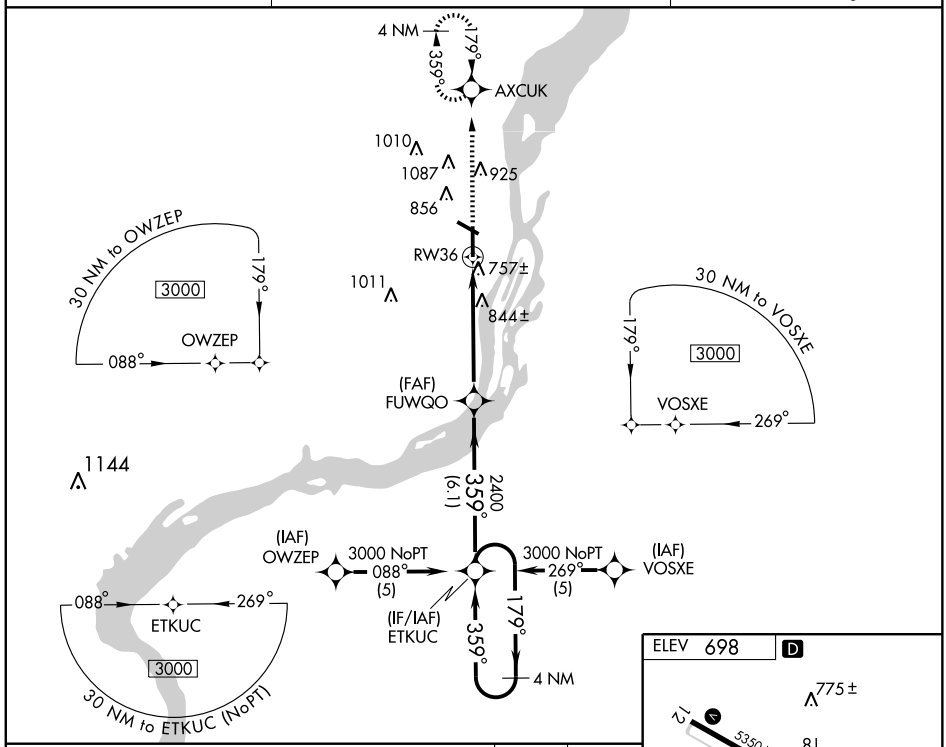
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

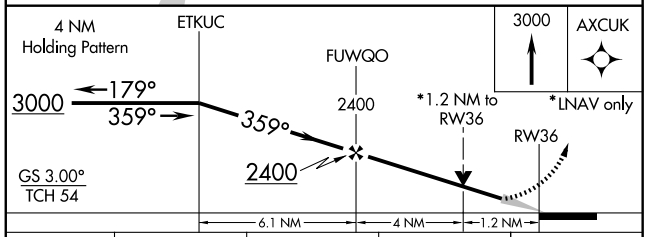
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet.
VDP and Baro-VNAV NA when using Fort Madison altimeter setting.

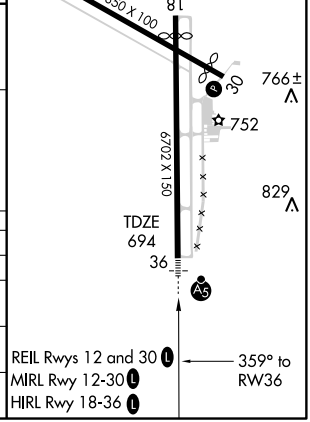
MALSR

MISSED APPROACH: Climb to 3000 direct AXCUK and hold, continue climb-in-hold to 3000.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	894-½ 200 (200-½)			NA
LNAV/VNAV DA	1026-¾ 332 (400-¾)			NA
LNAV MDA	1100-½ 406 (500-½)		1100-¾ 406 (500-¾)	NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC BRL	APP CRS	Rwy ldg	5350
111.4	108°	TDZE	692
Chan 51		Apt Elev	698

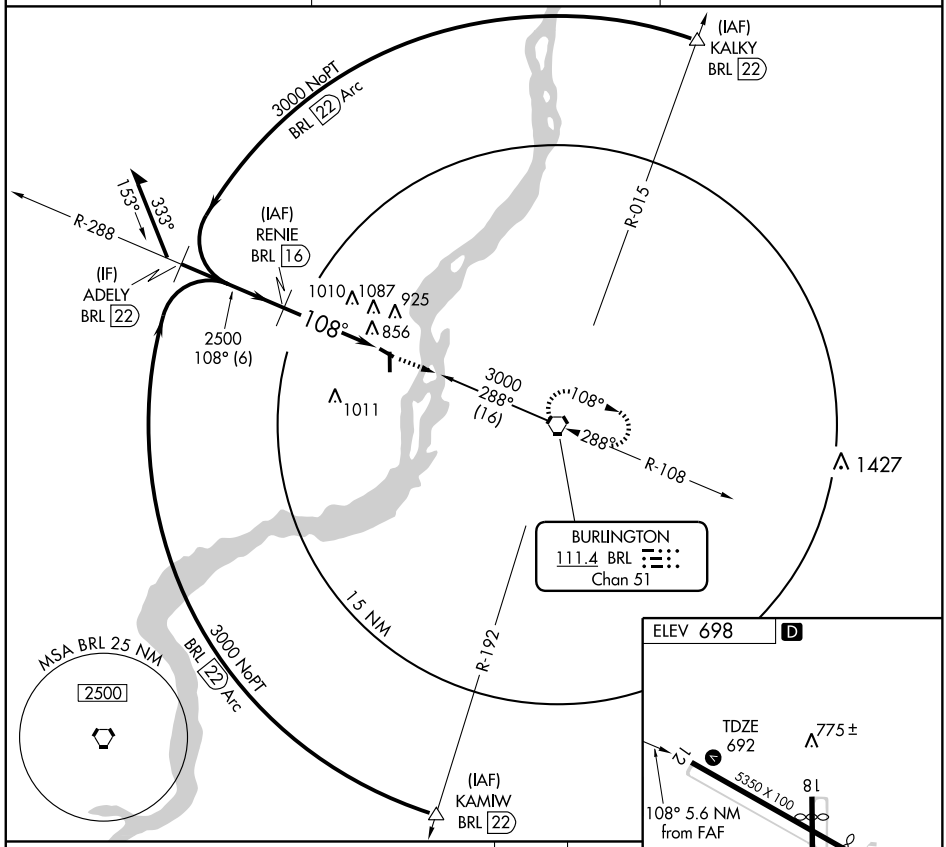
VOR/DME RWY 12

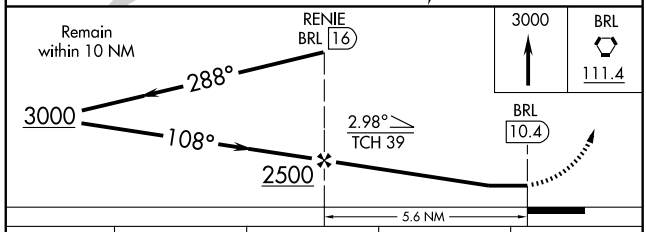
BURLINGTON/SOUTHEAST IOWA RGNL(BRL)

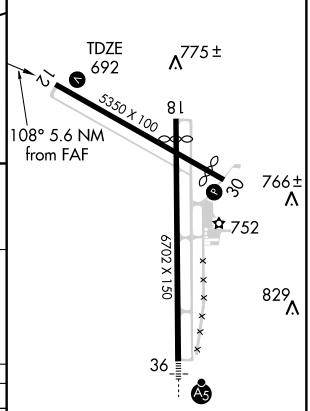
T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BRL VORTAC and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	1280-1	588 (600-1)	1280-1½ 588 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC BRL 111.4 Chan 51	APP CRS 288°	Rwy ldg 4850 TDZE 693 Apt Elev 698

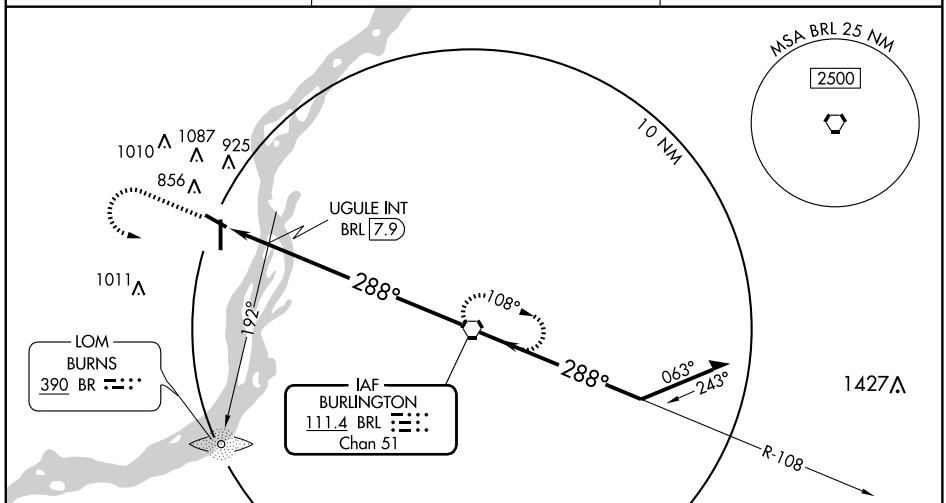
VOR RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

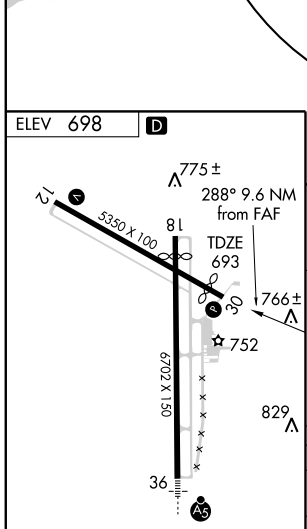
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L

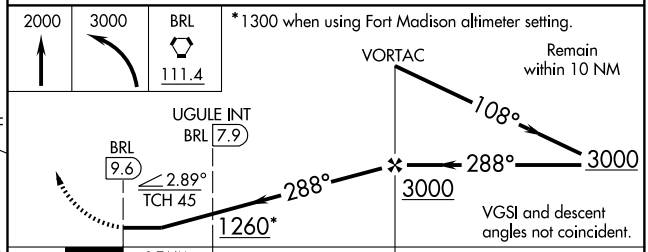


ELEV 698 D



REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12



CATEGORY	A	B	C	D
S-30	1260-1 567 (600-1)		1260-1½ 567 (600-1½)	NA
CIRCLING	1260-1 562 (600-1)		1260-1½ 562 (600-1½)	NA
UGULE FIX MINIMUMS				
S-30	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

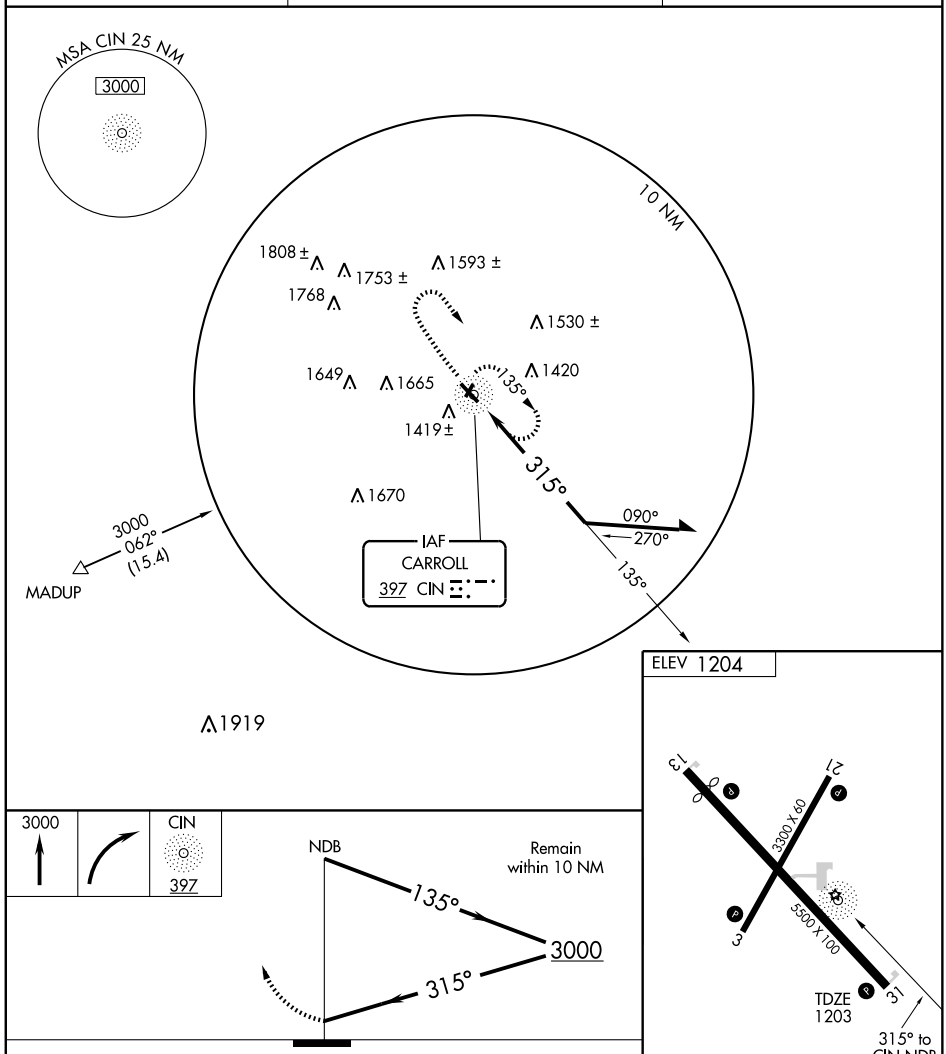
NDB CIN	APP CRS	Rwy ldg / TDZE / Apt Elev
397	315°	5500 / 1203 / 1204

NDB RWY 31
CARROLL/ARTHUR N. NEU (CIN)

T
NA

MISSED APPROACH: Climb to 3000, then right turn direct CIN NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	1780-1 577 (600-1)		1780-1½ 577 (600-1½)	NA
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA

MIRL Rwy 13-31 and 3-21 L
REIL Rwys 3, 13, 21 and 31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4995
133°	TDZE	1203
	Apt Elev	1204

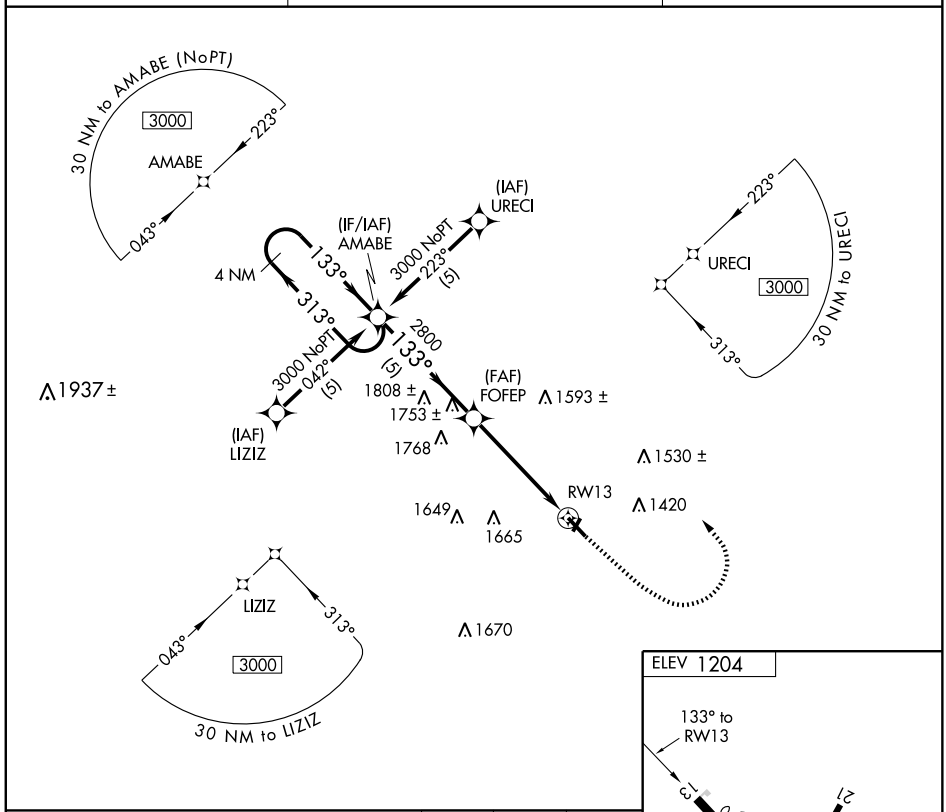
RNAV (GPS) RWY 13
CARROLL/ARTHUR N. NEU (CIN)

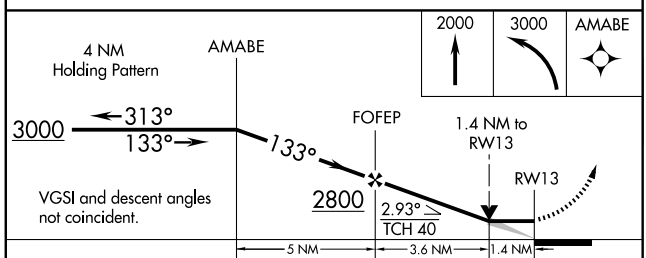
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

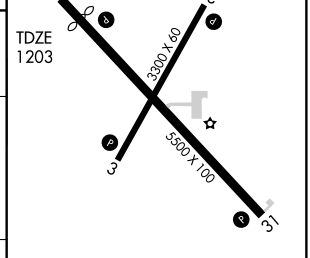
NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AMABE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 457 (500-1)		1660-1¼ 457 (500-1¼)	NA
CIRCLING	1720-1 516 (600-1)		1720-1½ 516 (600-1½)	NA

MIRL Rwy 13-31 and 3-21 L
REIL Rwys 3, 13, 21 and 31 L

APP CRS	Rwy ldg	5500
313°	TDZE	1203
	Apt Elev	1204

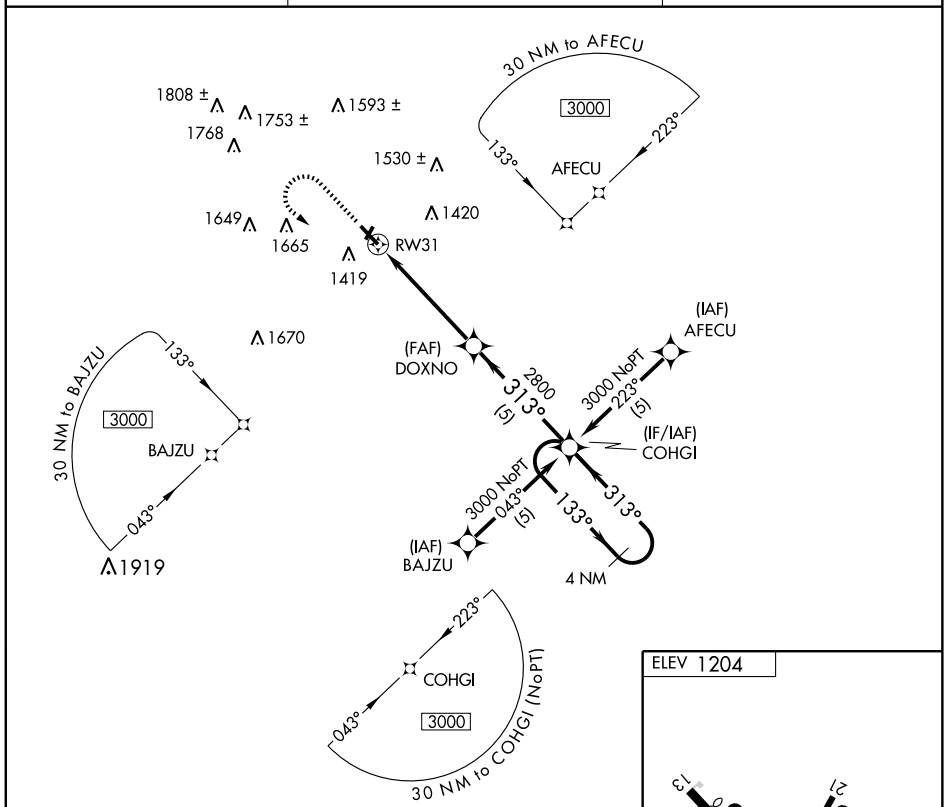
RNAV (GPS) RWY 31
CARROLL/ARTHUR N. NEU (CIN)

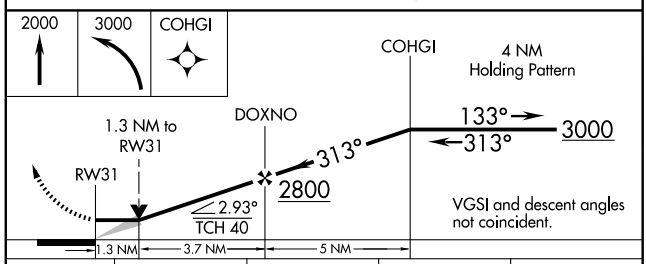
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

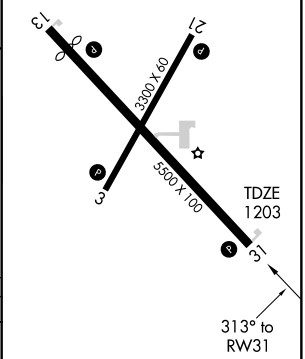
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct COHGI WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L





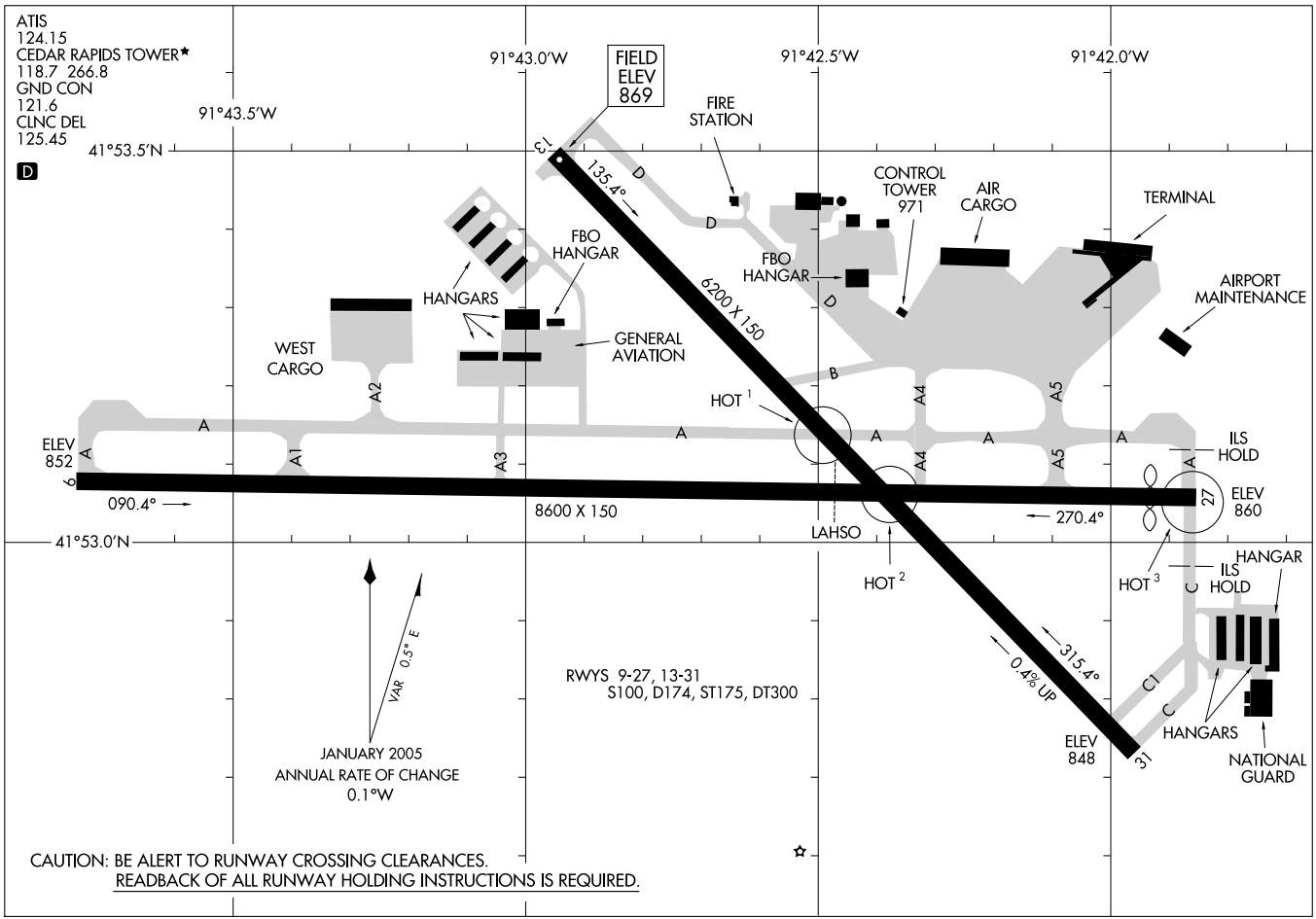
ELEV 1204



MIRL Rwy 13-31 and 3-21 L

REIL Rwys 3, 13, 21 and 31 L

CATEGORY	A	B	C	D
LNAV MDA	1640-1 437 (500-1)		1640-1¼ 437 (500-1¼)	NA
CIRCLING	1720-1 516 (600-1)		1720-1½ 516 (600-1½)	NA



07237

AIRPORT DIAGRAM

AL-250 (FAA)

CEDAR RAPIDS/THE EASTERN IOWA (CID)
CEDAR RAPIDS, IOWA

LOC I-CID	APP CRS	Rwy ldg	8175
109.3	089°	TDZE	855
		Apt Elev	869

ILS or LOC RWY 9

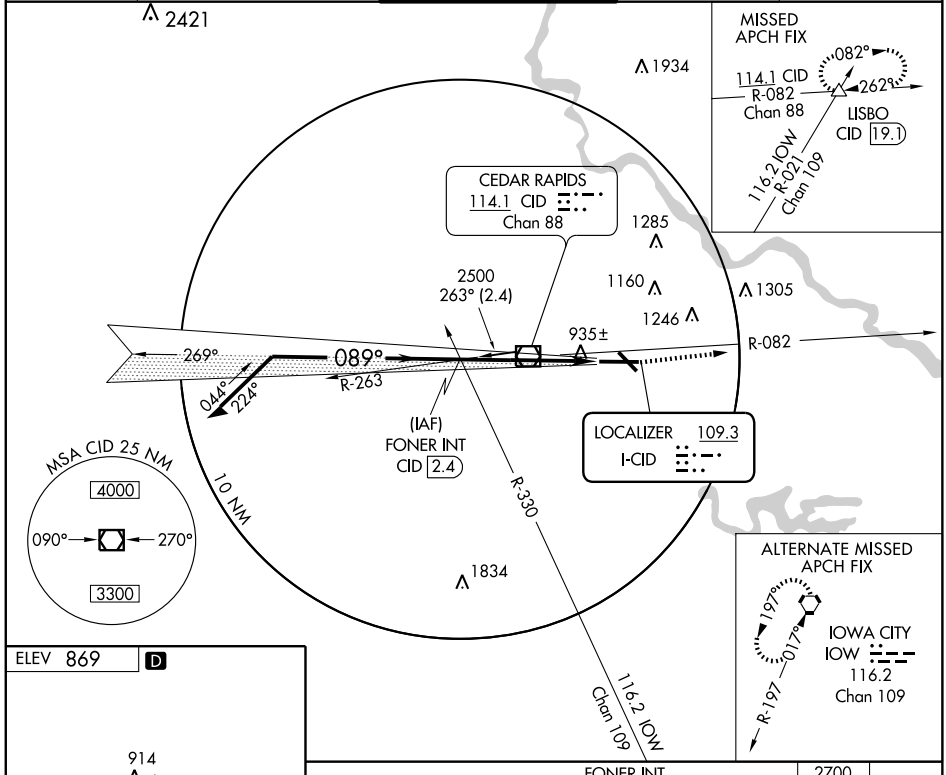
CEDAR RAPIDS/THE EASTERN IOWA (CID)

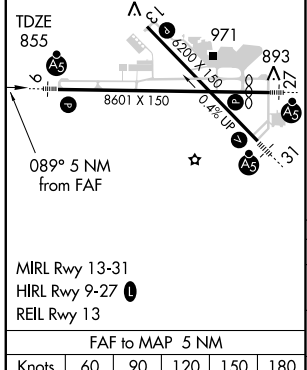
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

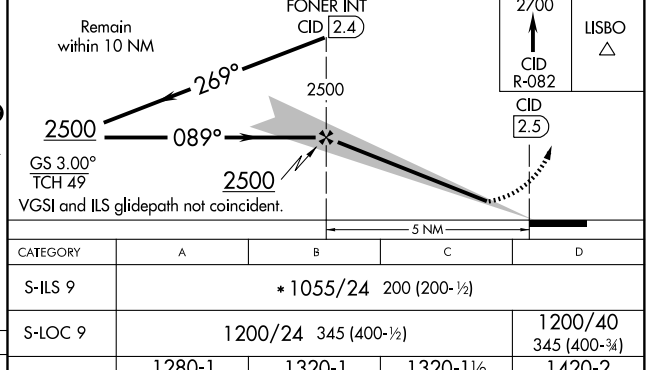
MALSR

MISSED APPROACH: Climb to 2700 via CID R-082 to LISBO INT/CID 19.1 DME and hold.

ATIS	CEDAR RAPIDS APP CON *	CEDAR RAPIDS TOWER *	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) 266.8	121.6	125.45







MIRL Rwy 13-31
HIRL Rwy 9-27
REIL Rwy 13

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 9	* 1055/24 200 (200-½)			
S-LOC 9	1200/24 345 (400-½)			1200/40 345 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RRU	APP CRS	Rwy ldg	8175
111.3	269°	TDZE	862
Chan 50		Apt Elev	869

ILS or LOC RWY 27

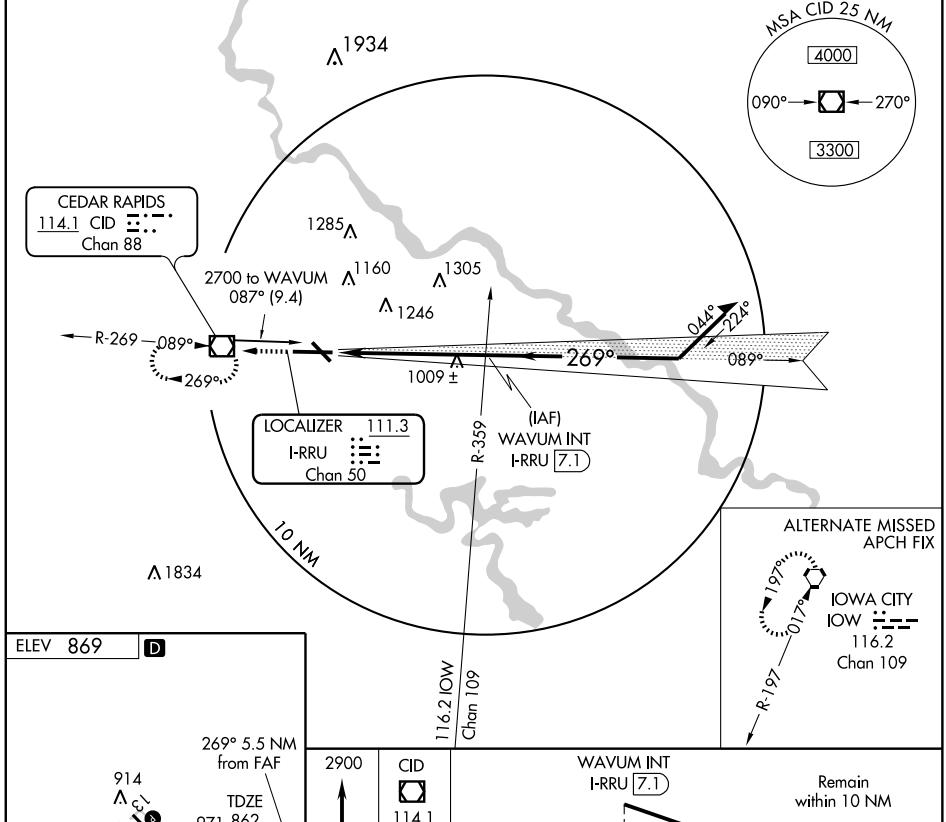
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

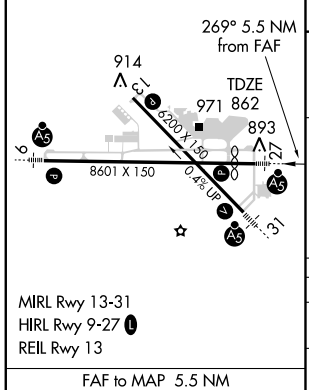
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.

MALSR

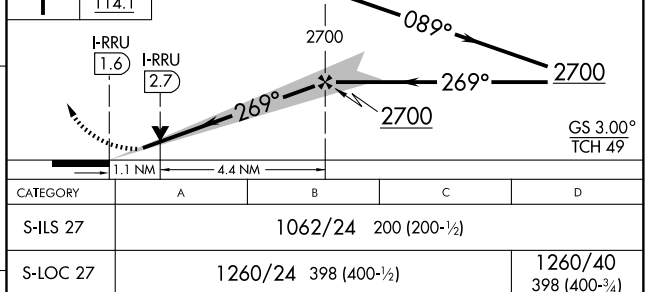
MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS	CEDAR RAPIDS APP CON ★	CEDAR RAPIDS TOWER ★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45





MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 27	1062/24 200 (200-½)			
S-LOC 27	1260/24 398 (400-½)			1260/40 398 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 77603 W09A	APP CRS 089°	Rwy ldg 8175 TDZE 855 Apt Elev 869

RNAV (GPS) RWY 9

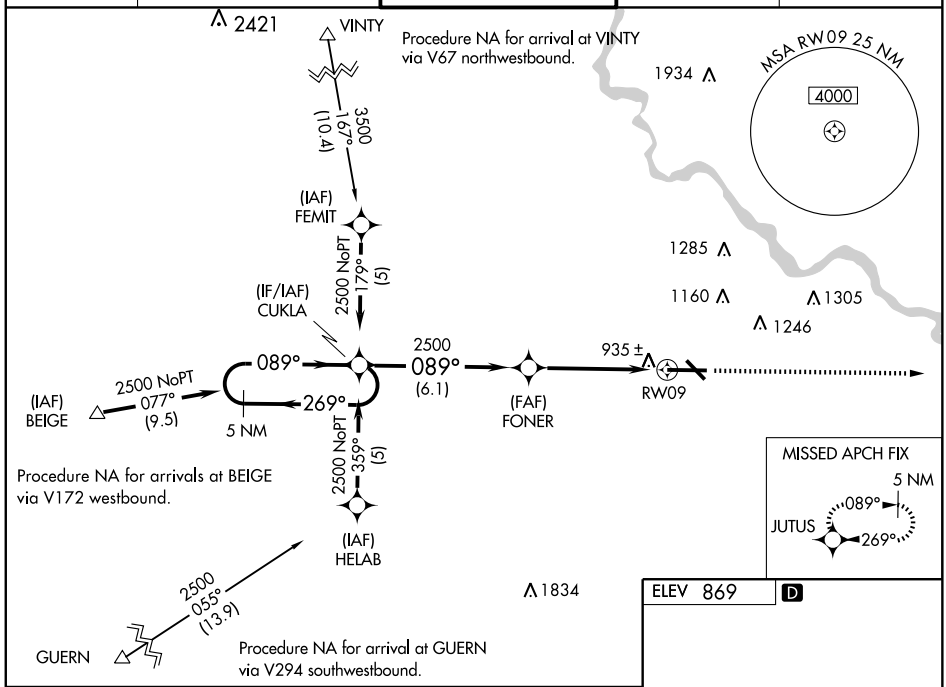
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

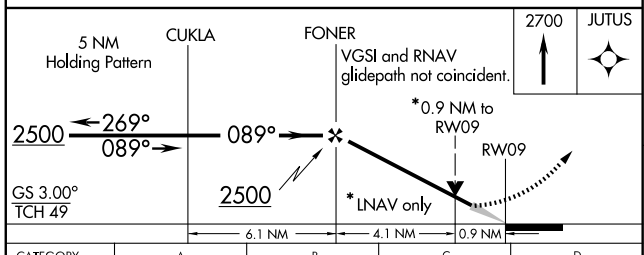
Baro-VNAV NA when using Iowa City altimeter setting.
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Iowa City altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV CAT D visibility to RVR 6000.

MALSR

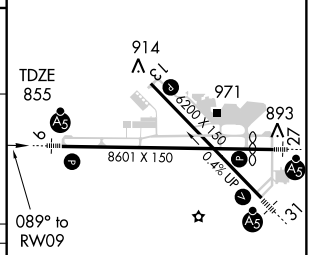
MISSED APPROACH: Climb to 2700 direct JUTUS and hold.

ATIS	CEDAR RAPIDS APP CON ★	CEDAR RAPIDS TOWER ★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45





ELEV 869 D



CATEGORY	A	B	C	D
LPV DA	1105/24 250 (300-½)			
LNAV/VNAV DA	1204/40 349 (400-¾)			
LNAV MDA	1200/24 345 (400-½)			1200/50 345 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS Chan 86201 W13A	APP CRS 134°	Rwy ldg 6200 TDZE 869 Apt Elev 869

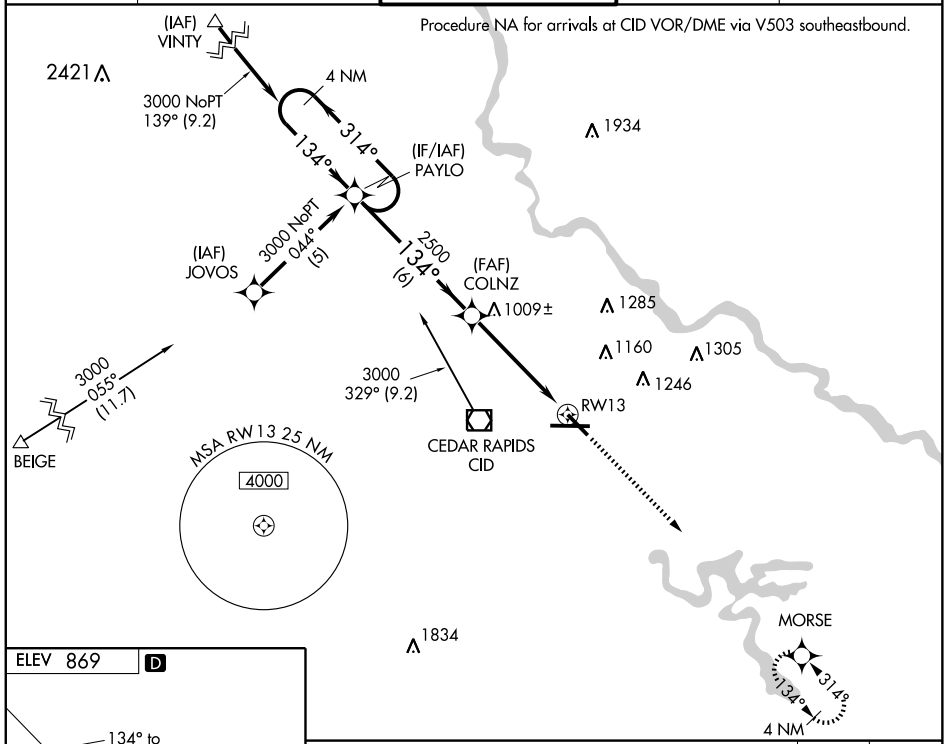
RNAV (GPS) RWY 13
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

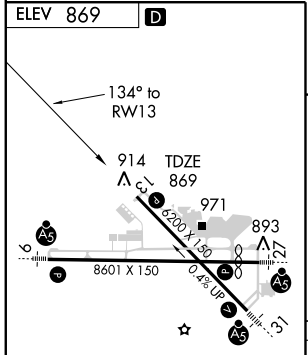
T Baro-VNAV NA below-16° (4°F).
DME/DME RNP-0.3 NA.
Straight in minimums NA at night when control tower closed.

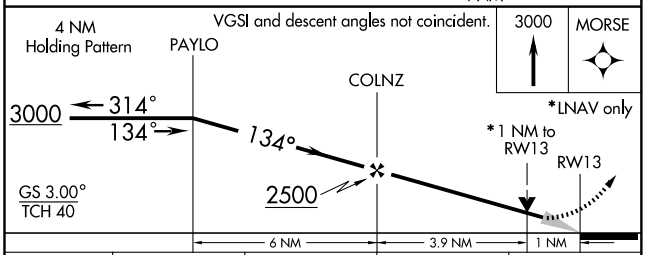
MISSED APPROACH: Climb to 3000 direct MORSE and hold.

ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45

Procedure NA for arrivals at CID VOR/DME via V503 southeastbound.







CATEGORY	A	B	C	D
LPV DA	1120-1 251 (300-1)			
LNAV/VNAV DA	1200-1¼ 331 (400-1¼)			
LNAV MDA	1220-1 351 (400-1)			1220-1¼ 351 (400-1¼)
CIRCLING	1280-1¼ 411 (500-1¼)	1320-1¼ 451 (500-1¼)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 72902 W27A	APP CRS 269°	Rwy ldg 8175 TDZE 862 Apt Elev 869

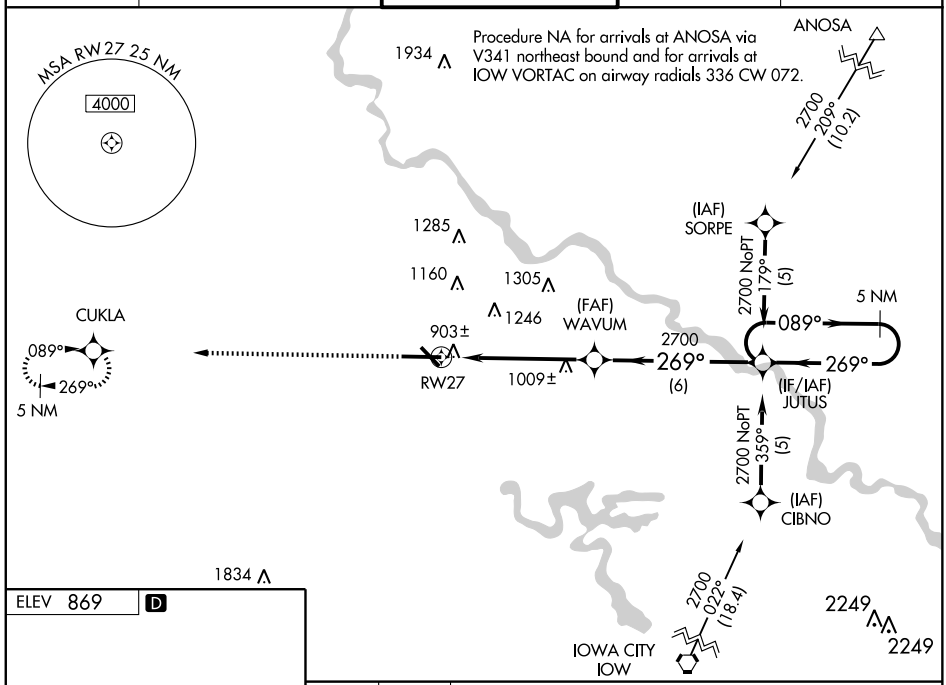
RNAV (GPS) RWY 27
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

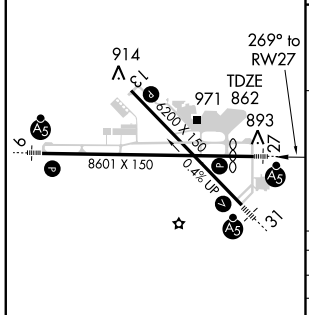
Baro-VNAV NA when using Iowa City altimerter setting.
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.

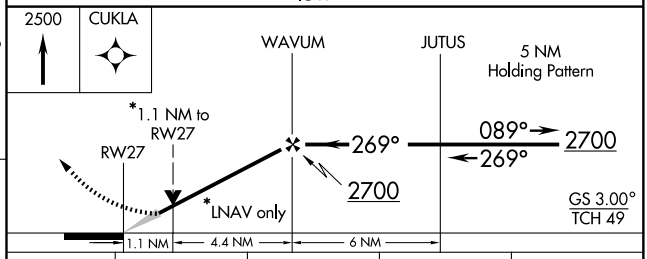
MALSR

MISSED APPROACH: Climb to 2500 direct CUKLA and hold.

ATIS	CEDAR RAPIDS APP CON*	CEDAR RAPIDS TOWER*	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45







CATEGORY	A	B	C	D
LPV DA	1112/24 250 (300-½)			
LNAV/VNAV DA	1163/24 301 (300-½)			1163/40 301 (300-¾)
LNAV MDA	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

WAAS Chan **77503** W31A	APP CRS **314°**	Rwy ldg **6200** TDZE **861** Apt Elev **869**

RNAV (GPS) RWY 31

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

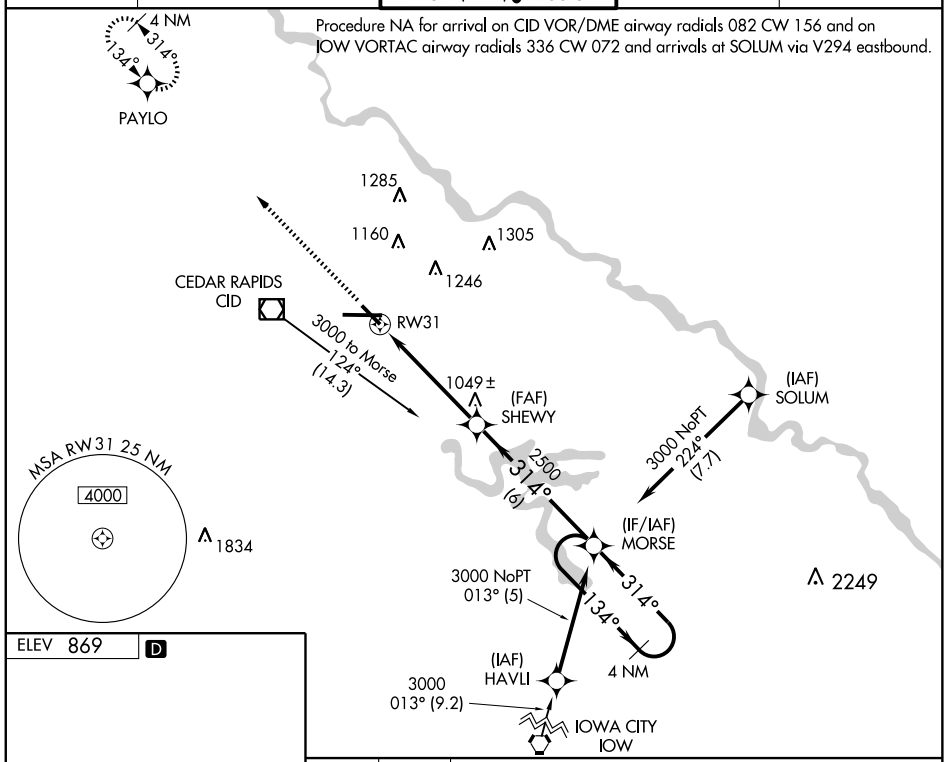
Baro-VNAV NA below -16°C (4°F).
DME/DME RNP- 0.3 NA.
Straight in minimums NA at night when control tower closed.
For inoperative MALSR increase LNAV/VNAV CAT D visibility to 1 and LNAV CAT D visibility to 1¼ mile.

MALSR

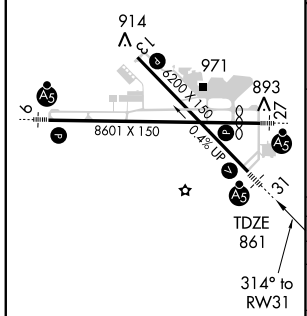
MISSED APPROACH: Climb to 3000 direct PAYLO and hold.

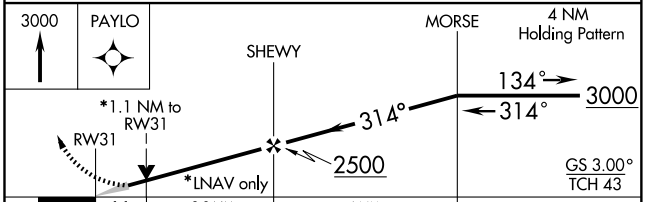
ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL
124.15	**119.7 266.8**	**118.7** (CTAF) L **266.8**	**121.6**	**125.45**

Procedure NA for arrival on CID VOR/DME airway radials 082 CW 156 and on IOW VORTAC airway radials 336 CW 072 and arrivals at SOLUM via V294 eastbound.



ELEV 869 D





CATEGORY	A	B	C	D
LPV DA	1120-½ 259 (300-½)			
LNAV/VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

NC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME CID	APP CRS	Rwy ldg	8175
114.1	089°	TDZE	855
Chan 88		Apt Elev	869

VOR RWY 9

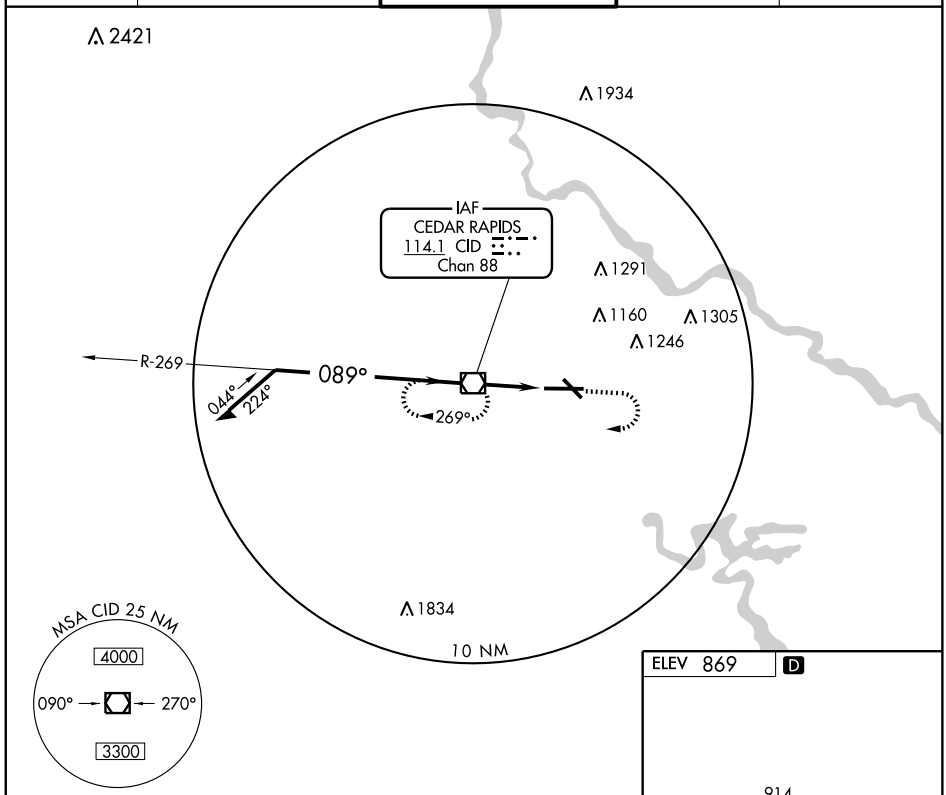
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

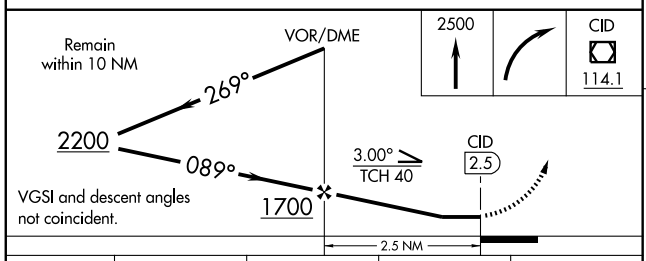
For inoperative MALSR increase S-9 Cat D visibility to RVR 6000.

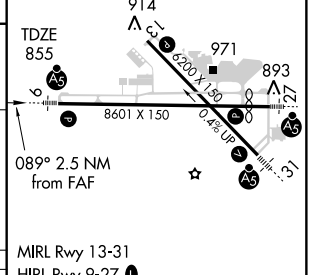
MALSR A5

MISSED APPROACH: Climb to 2500 then right turn direct CID VOR/DME and hold.

ATIS	CEDAR RAPIDS APP CON ★	CEDAR RAPIDS TOWER ★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45







MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

CATEGORY	A	B	C	D
S-9	1240/24 385 (400-½)			1240/50 385 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

NC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME CID	APP CRS		
114.1	268°	Rwy ldg	8175
Chan 88		TDZE	862
		Apt Elev	869

VOR RWY 27

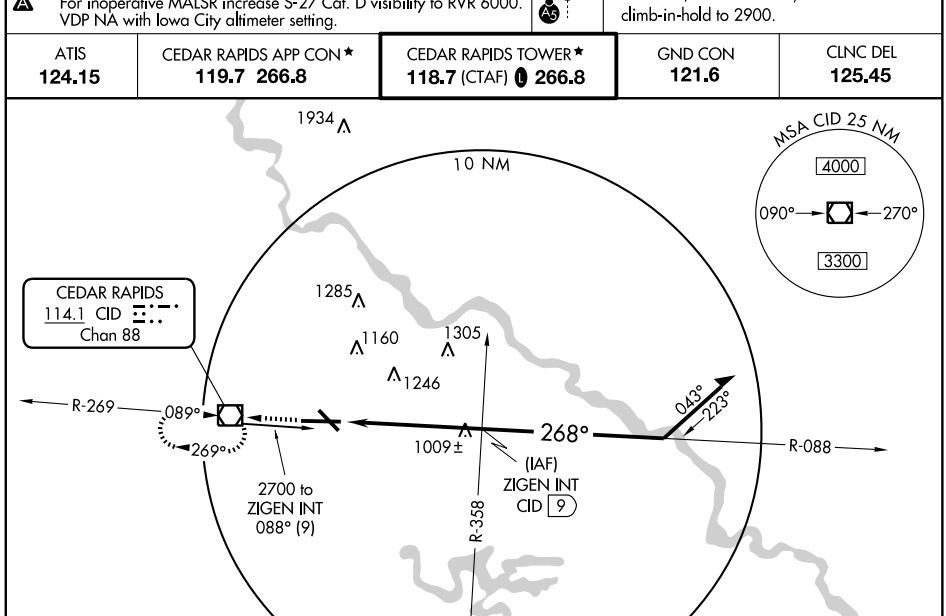
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

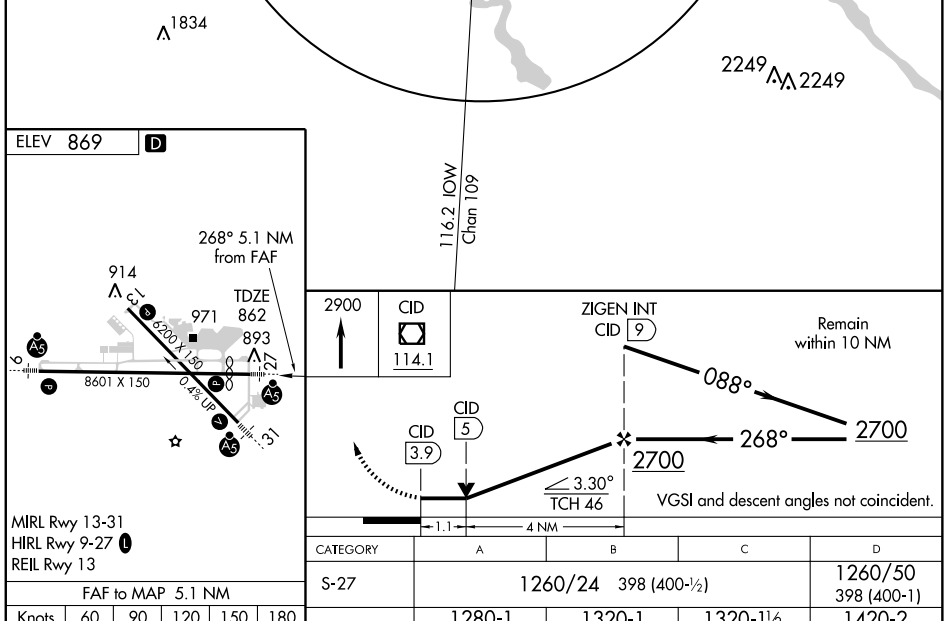
If local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet.
For inoperative MALSR increase S-27 Cat. D visibility to RVR 6000. VDP NA with Iowa City altimeter setting.

MALSR

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45





MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-27	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NDB TVK	APP CRS	Rwy ldg / TDZE / Apt Elev
290	135°	4099 / 1023 / 1028

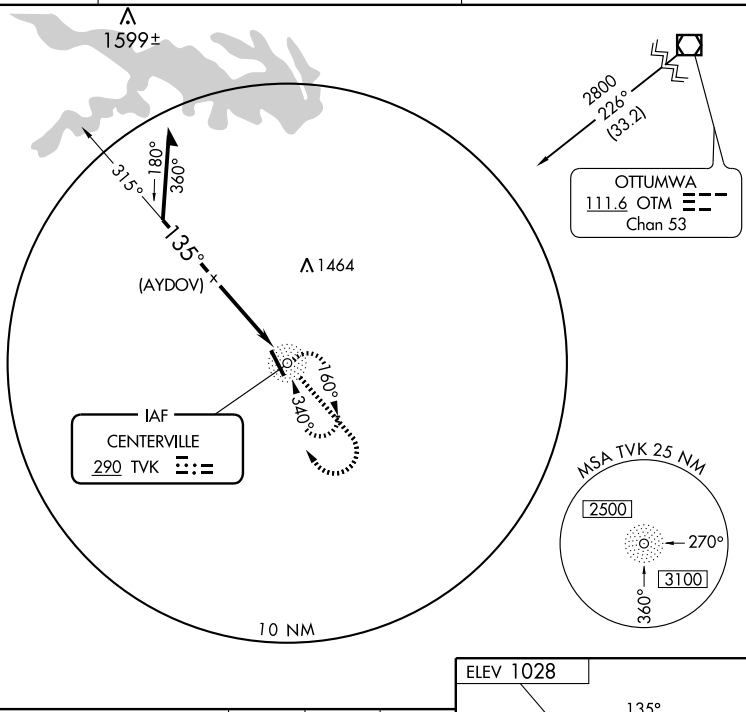
NDB or GPS RWY 16
CENTERVILLE MUNI (TVK)

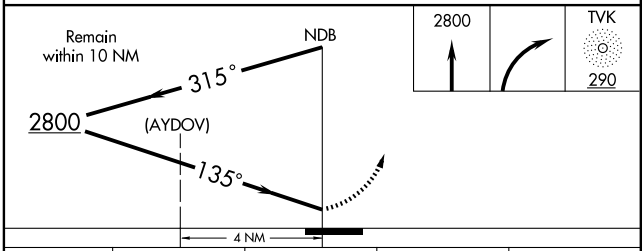
NA

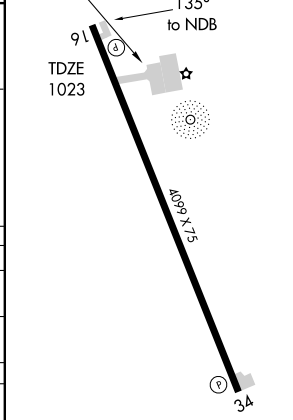
When local altimeter settting not received, use Des Moines altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct TVK NDB and hold.

ASOS	CHICAGO CENTER	UNICOM
123.775	118.15 354.1	122.8 (CTAF) L







REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-16	1740-1 717 (800-1)		1740-2 717 (800-2)	1740-2¼ 717 (800-2¼)
CIRCLING	1740-1 712 (800-1)		1740-2 712 (800-2)	1740-2¼ 712 (800-2¼)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-16	1900-1 877 (900-1)	1900-1¼ 877 (900-1¼)	1900-2½ 877 (900-2½)	1900-2¾ 877 (900-2¾)
CIRCLING	1900-1 872 (900-1)	1900-1¼ 872 (900-1¼)	1900-2½ 872 (900-2½)	1900-2¾ 872 (900-2¾)

NDB TVK	APP CRS	Rwy ldg / TDZE / Apt Elev
290	340°	4099 / 1023 / 1028

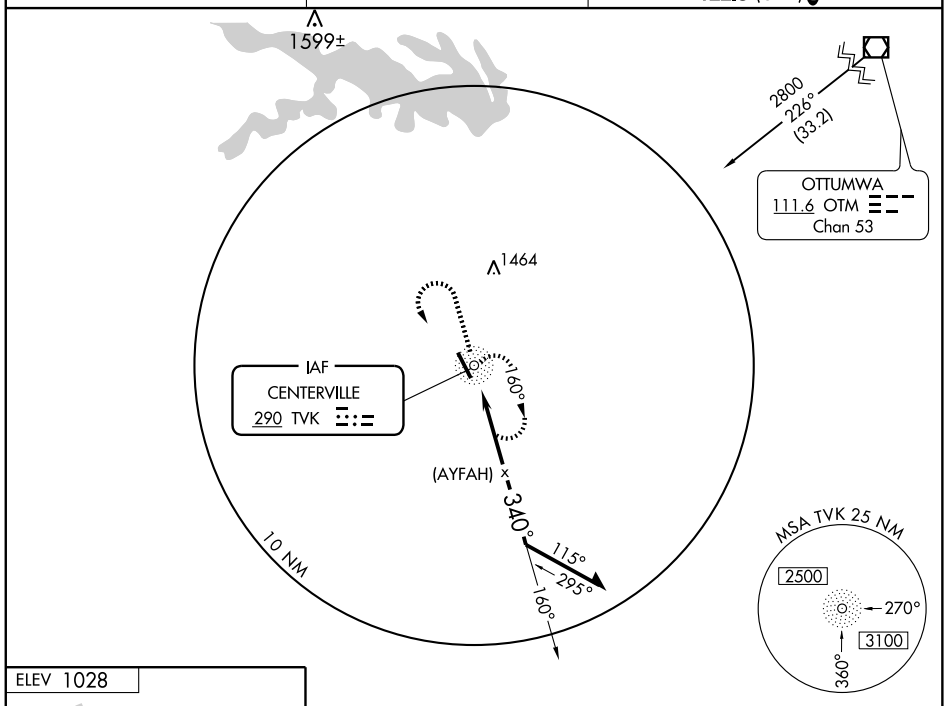
NDB or GPS RWY 34
CENTERVILLE MUNI (TVK)

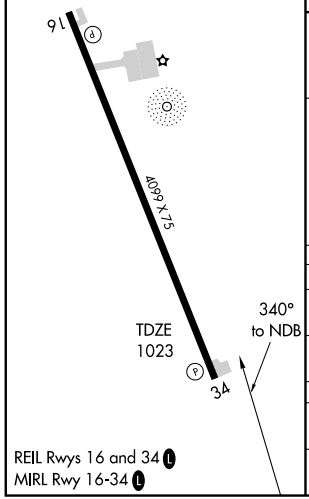
NA

When local altimeter setting not received, use Des Moines altimeter setting.

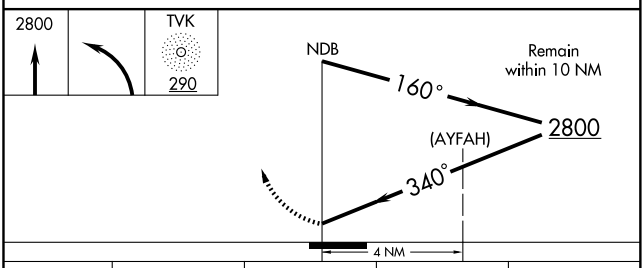
MISSED APPROACH: Climb to 2800 then left turn direct TVK NDB and hold.

ASOS	CHICAGO CENTER	UNICOM
123.775	118.15 354.1	122.8 (CTAF) L





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
S-34	1640-1 617 (700-1)		1640-1¾ 617 (700-1¾)	1640-2 617 (700-2)
CIRCLING	1640-1 612 (700-1)		1640-1¾ 612 (700-1¾)	1640-2 612 (700-2)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-34	1780-1 757 (800-1)	1780-1¼ 757 (800-1¼)	1780-2¼ 757 (800-2¼)	1780-2½ 757 (800-2½)
CIRCLING	1780-1 752 (800-1)	1780-1¼ 752 (800-1¼)	1780-2¼ 752 (800-2¼)	1780-2½ 752 (800-2½)

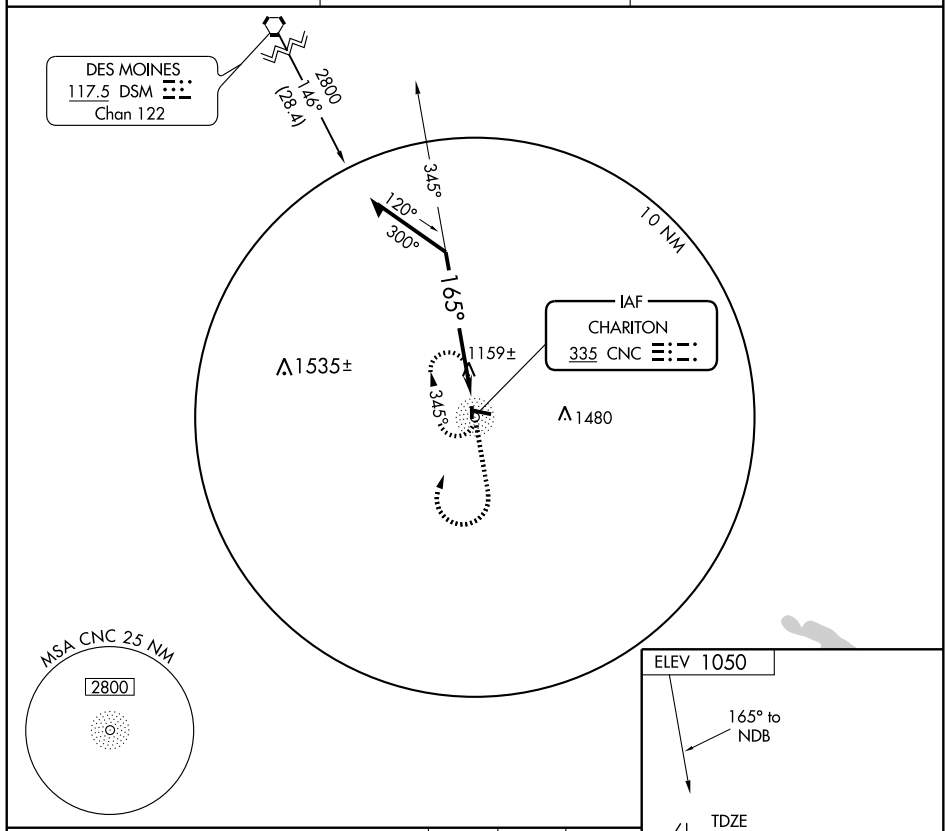
NDB CNC	APP CRS	Rwy ldg	2800
335	165°	TDZE	1050
		Apt Elev	1050

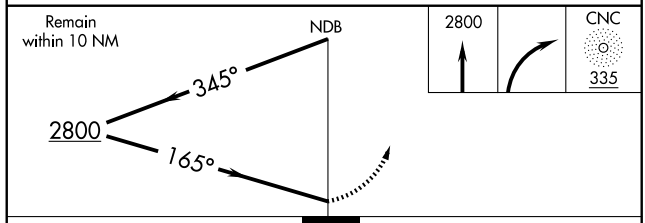
NDB RWY 17
CHARITON MUNI (CNC)

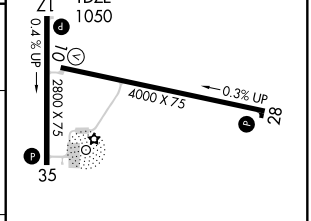
NA

MISSED APPROACH: Climb to 2800 then right turn direct CNC NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1520-1	470 (500-1)	1520-1¼ 470 (500-1¼)	NA
CIRCLING	1520-1	470 (500-1)	1520-1½ 470 (500-1½)	NA

REIL Rwys 10,17,28 and 35 L
MIRL Rwys 10-28 and 17-35 L

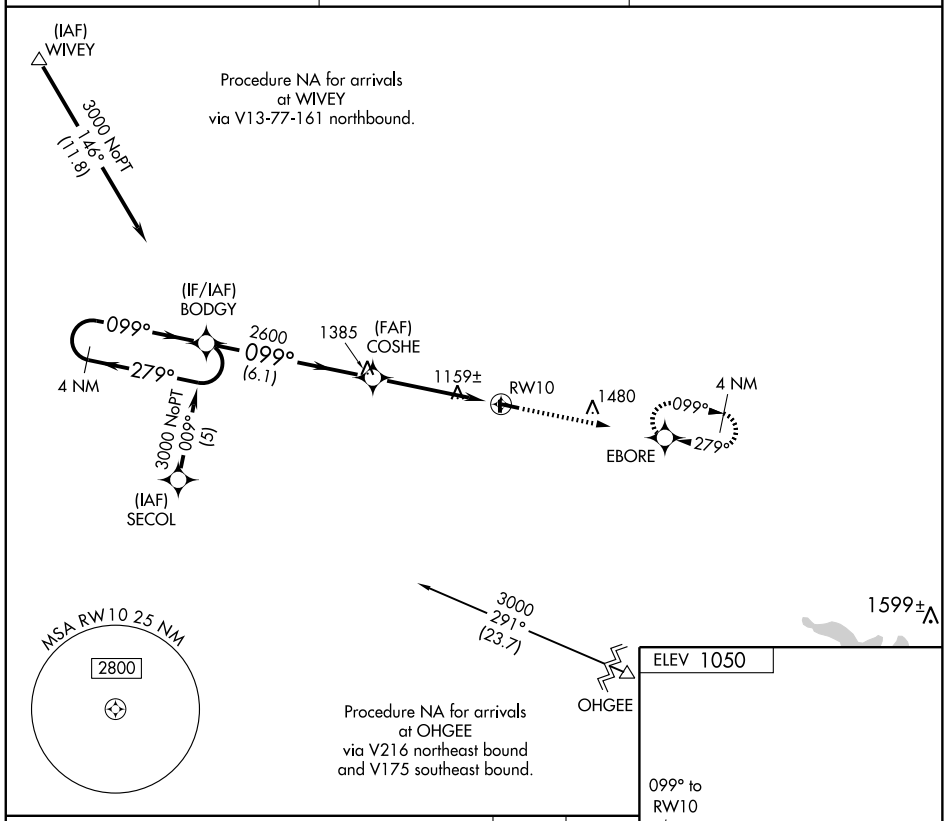
APP CRS	Rwy ldg	4000
099°	TDZE	1046
	Apt Elev	1050

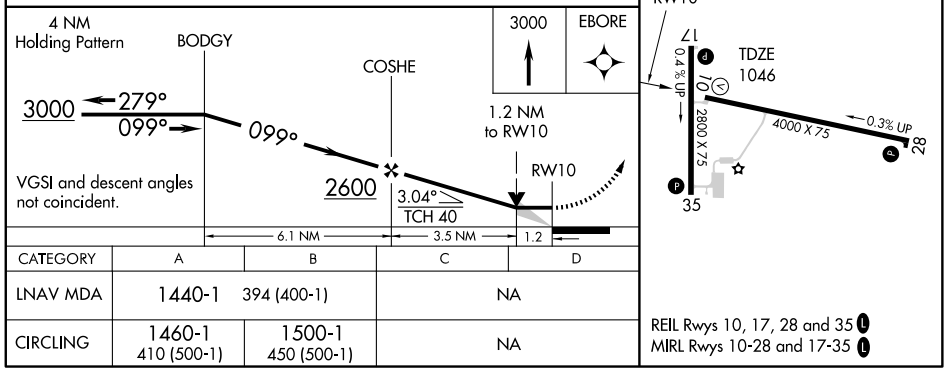
RNAV (GPS) RWY 10
CHARITON MUNI (CNC)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.
VDP NA when using Lamoni altimeter setting.

MISSED APPROACH:
Climb to 3000 direct EBORE and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1440-1 394 (400-1)		NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L

CHARITON, IOWA

AL-6068 (FAA)

09351

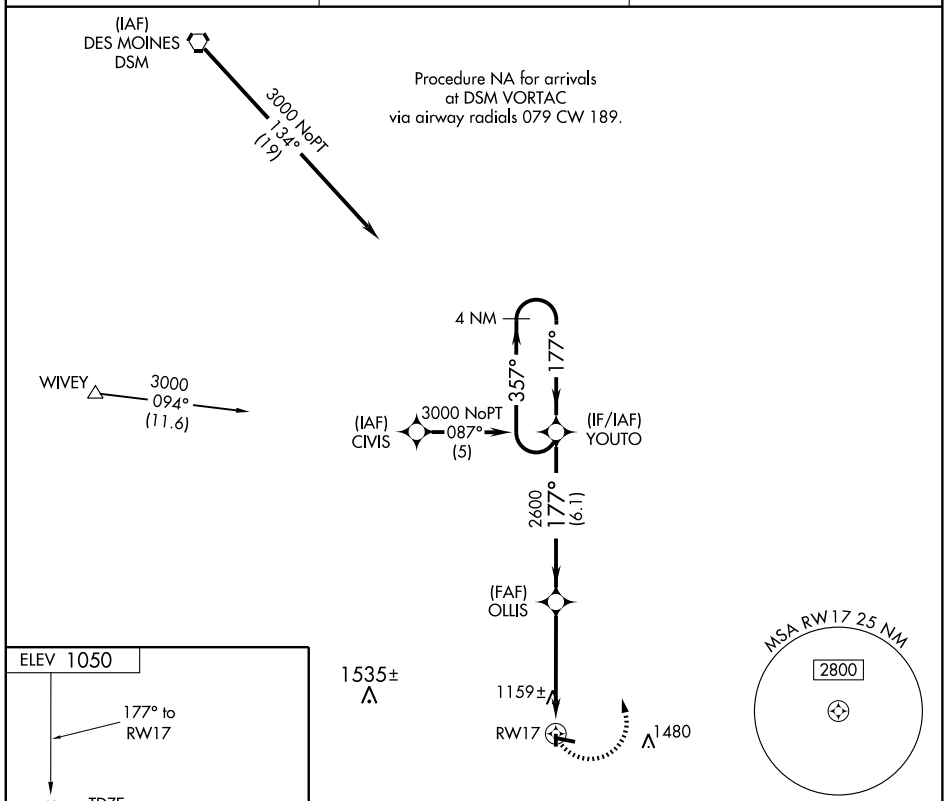
RNAV (GPS) RWY 17
CHARITON MUNI (CNC)

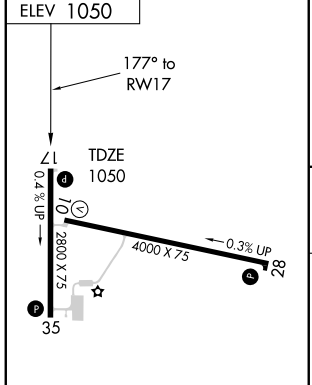
APP CRS	Rwy ldg	2800
177°	TDZE	1050
	Apt Elev	1050

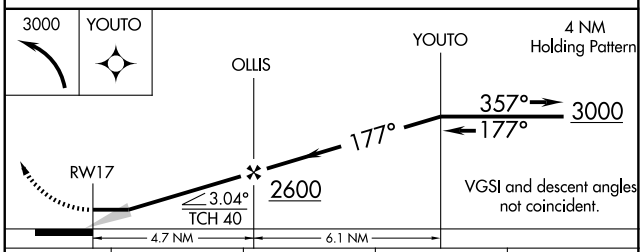
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3000 direct YOUTO and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1460-1	410 (500-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L

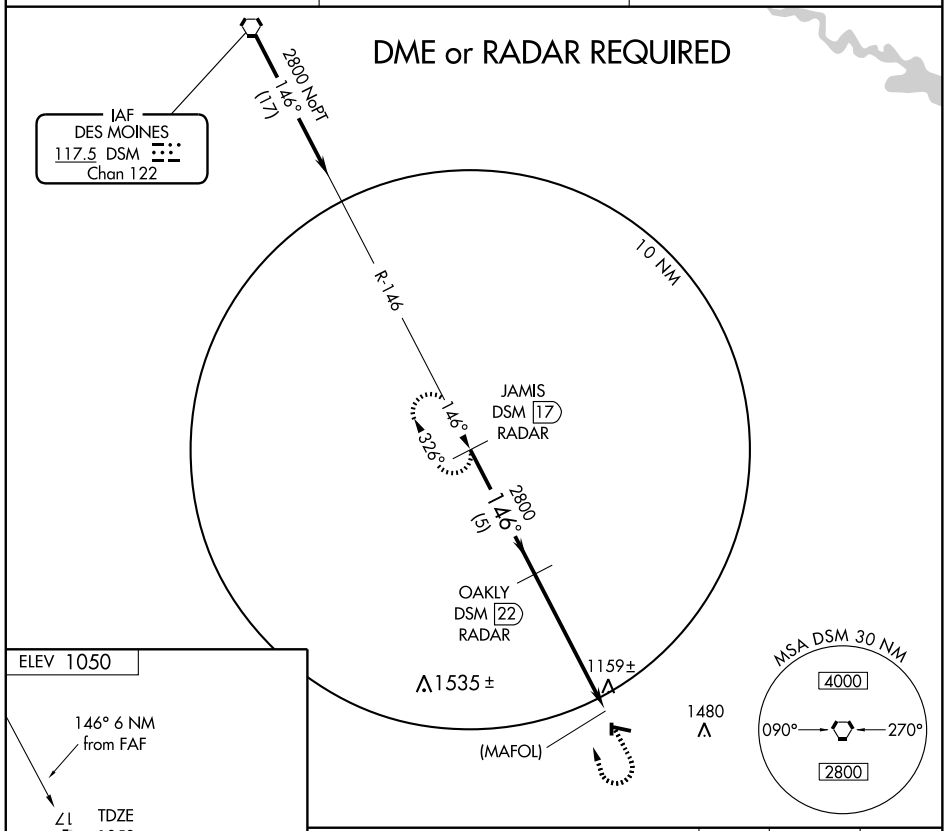
NC-3, 14 JAN 2010 to 11 FEB 2010

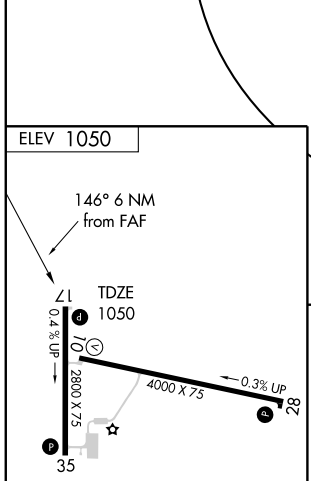
VORTAC DSM 117.5 Chan 122	APP CRS 146°	Rwy ldg 2800 TDZE 1050 Apt Elev 1050

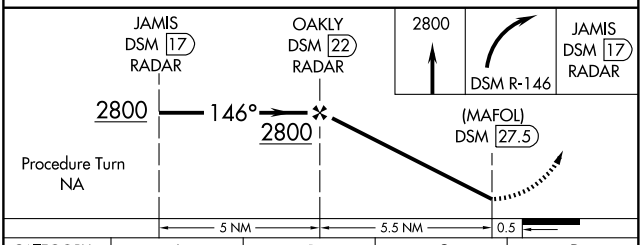
VOR or GPS RWY 17
CHARITON MUNI (CNC)

MISSED APPROACH: Climb to 2800 then right turn via DSM R-146 to JAMIS/DSM 17 DME/RADAR and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF)







REIL Rwys 10, 17, 28 and 35
MIRL Rwys 10-28 and 17-35

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-17	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA
CIRCLING	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA

CHARLES CITY, IOWA

AL-5329 (FAA)

LOC I-IYY 108.3	APP CRS 122°	Rwy ldg 4001 TDZE 1120 Apt Elev 1125

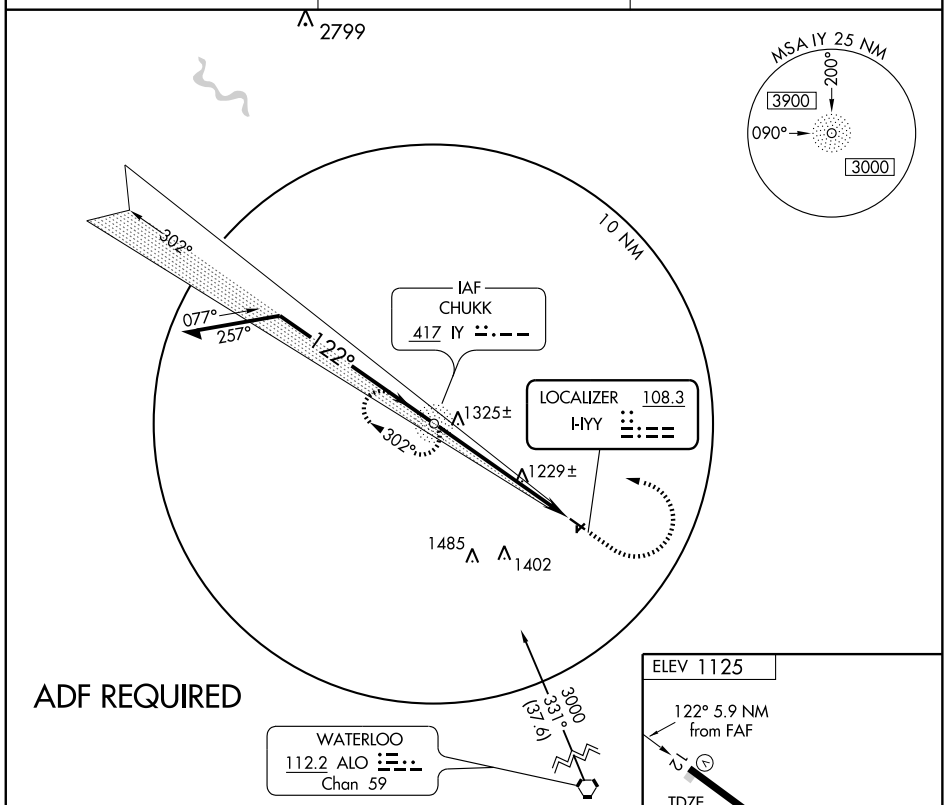
LOC RWY 12

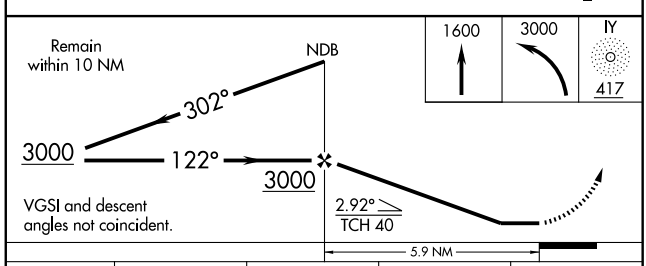
CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

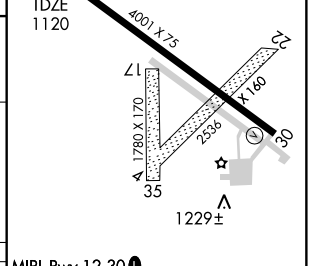
ADF required.
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct IY NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L







MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

CATEGORY	A	B	C	D
S-12	1480-1 360 (400-1)		NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 14 JAN 2010 to 11 FEB 2010

CHARLES CITY, IOWA

AL-5329 (FAA)

NDB IYY 417	APP CRS 122°	Rwy ldg 4001 TDZE 1120 Apt Elev 1125

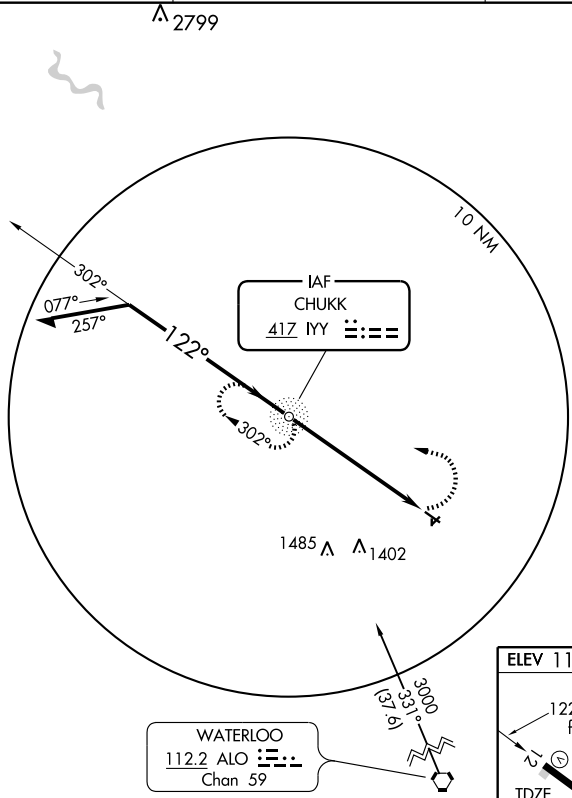
NDB RWY 12

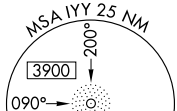
CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

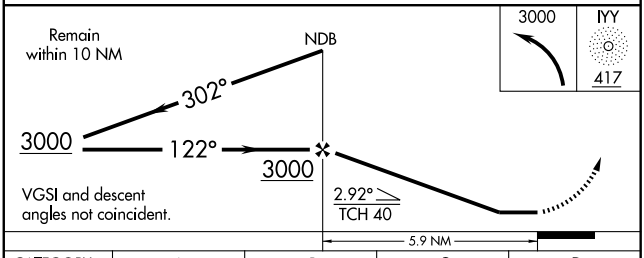
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

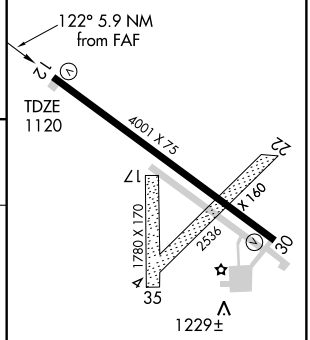
MISSED APPROACH: Climbing left turn to 3000 direct IYY NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L









MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-12	1640-1 520 (600-1)		NA	
CIRCLING	1640-1 515 (600-1)		NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

CHARLES CITY, IOWA

AL-5329 (FAA)

RNAV (GPS) RWY 12

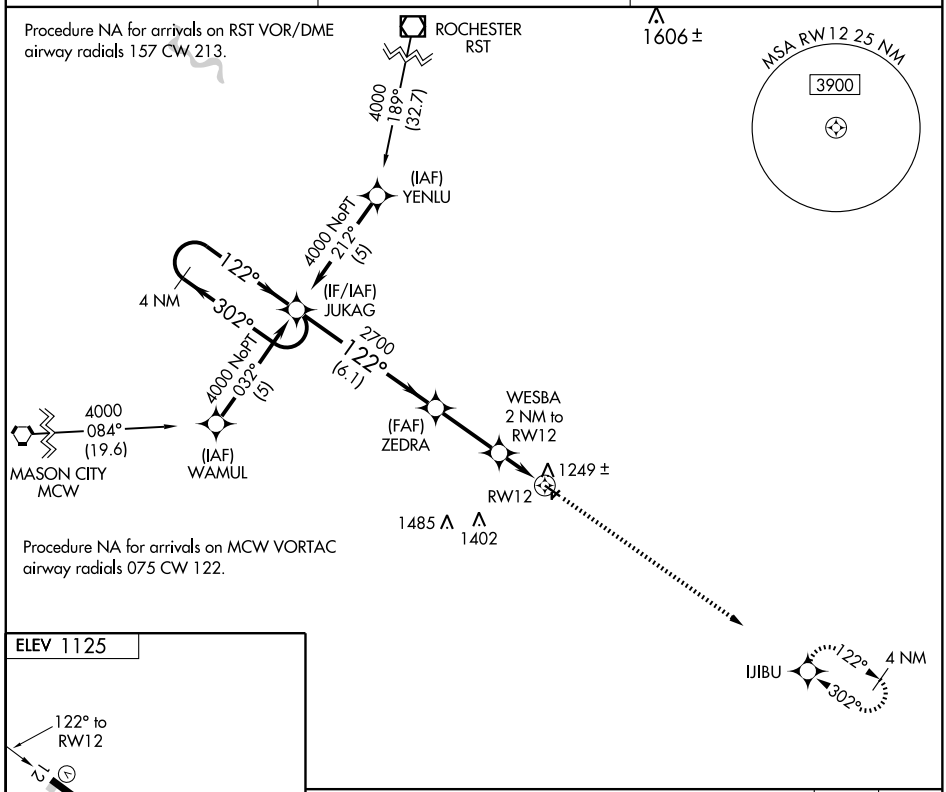
CHARLES CITY/NORTHEAST IOWA RGNL (CCY)

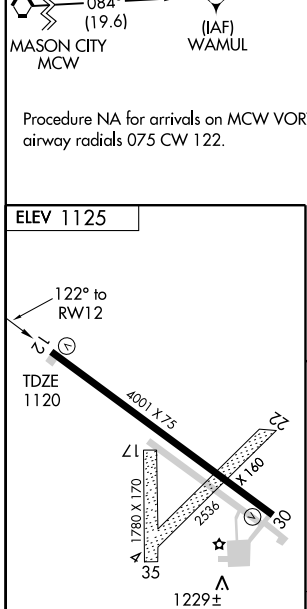
APP CRS	Rwy ldg	4001
122°	TDZE	1120
	Apt Elev	1125

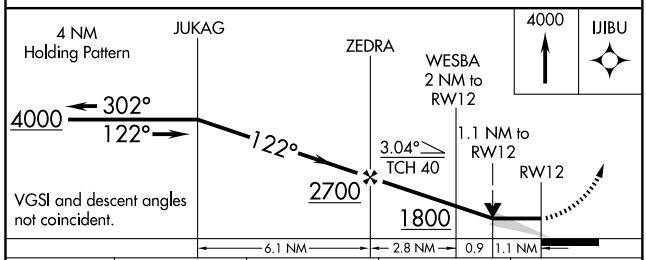
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1500-1 380 (400-1)		NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4001
302°	TDZE	1120
	Apt Elev	1125

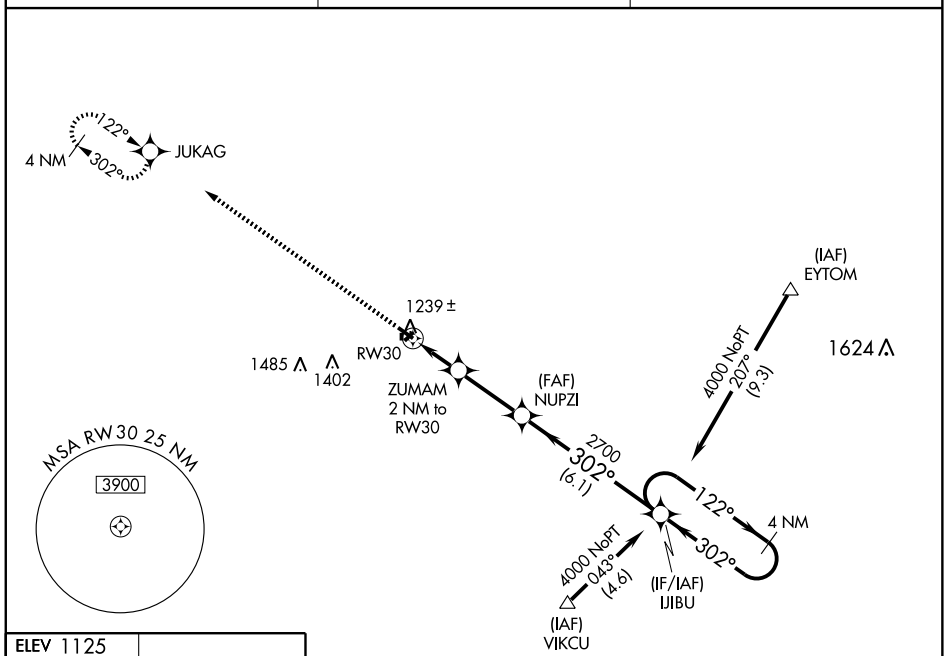
RNAV (GPS) RWY 30

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

DME/DME RNP-0.3 NA
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

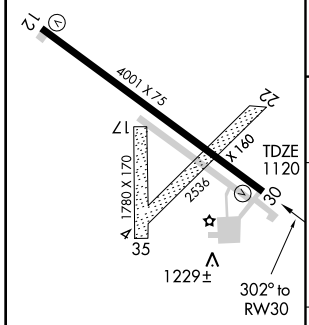
MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

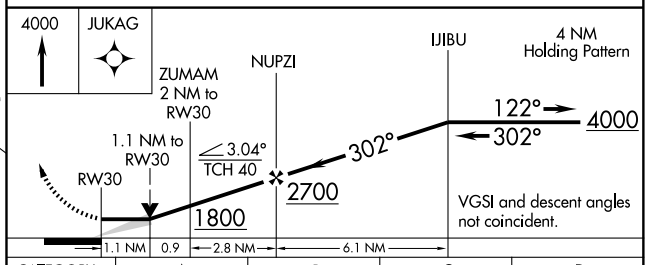
AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L



Procedure NA for arrivals at EYTOM via V503 northwest bound, and arrivals at VIKCU via V158 westbound.

ELEV 1125





CATEGORY	A	B	C	D
LNAV MDA	1500-1 380 (400-1)		NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3, 14 JAN 2010 to 11 FEB 2010

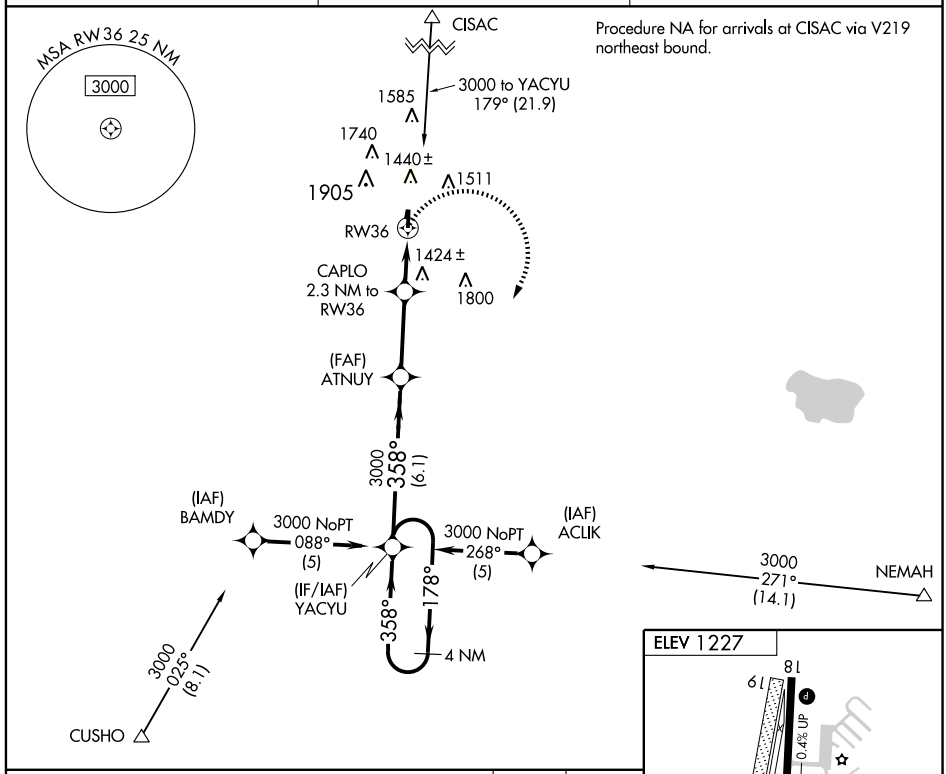
APP CRS		
358°	Rwy ldg	3801
	TDZE	1227
	Apt Elev	1227

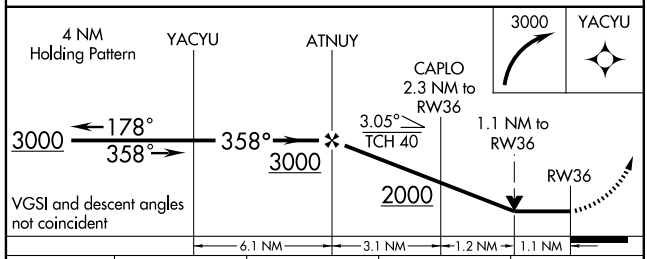
RNAV (GPS) Y RWY 36
CHEROKEE COUNTY RGNL (CKP)

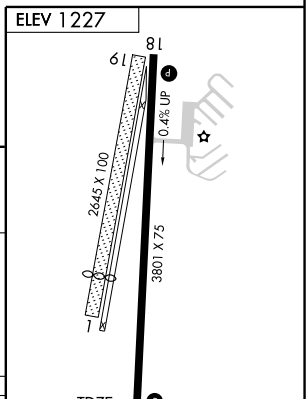
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Circling to Rwy 1-19 NA. Circling NA at night.
When local altimeter setting not received, use Storm Lake altimeter setting and increase all MDA 80 feet.
VDP NA when using Storm Lake altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct YACYU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.225	124.1 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1 453 (500-1)		NA	
CIRCLING	1800-1 573 (600-1)		NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

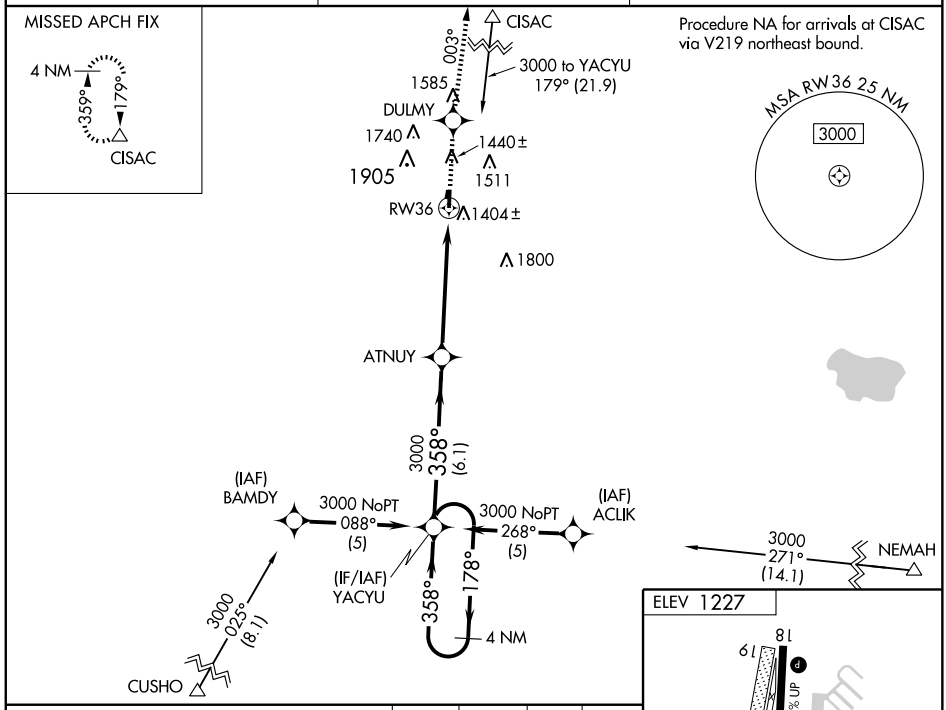
WAAS CH 56512 W36A	APP CRS 358°	Rwy ldg 3801 TDZE 1227 Apt Elev 1227

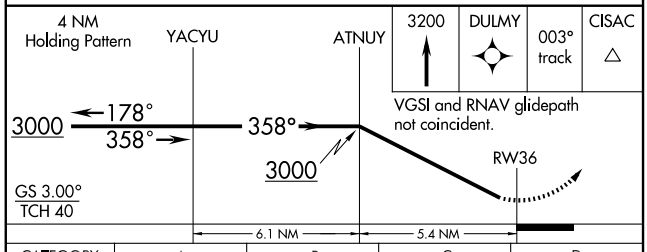
RNAV (GPS) Z RWY 36
CHEROKEE COUNTY RGNL (CKP)

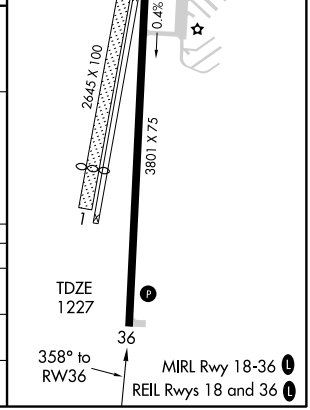
Baro-VNAV NA when using Storm Lake altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Circling to Rwy 1-19 NA. Circling NA at night.
When local altimeter setting not received, use Storm Lake altimeter setting and increase all DA 74 feet and all MDA 80 feet and all visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct DULMY and via 003° track to CISAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.225	124.1 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1550-1¼ 323 (400-1¼)		NA	
LNAV/VNAV DA	1853-2¼ 626 (700-2¼)		NA	
CIRCLING	1860-2¼ 633 (700-2¼)		NA	

APP CRS	Rwy ldg	5000
020°	TDZE	994
	Apt Elev	994

GPS RWY 2

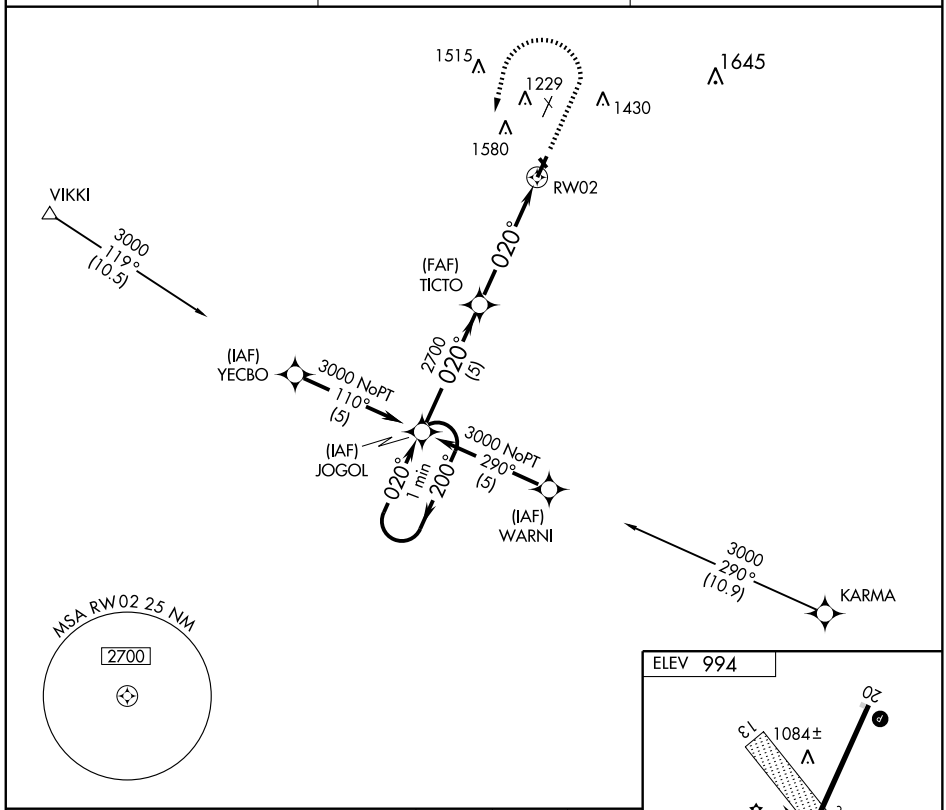
CLARINDA/SCHENCK FIELD (ICL)

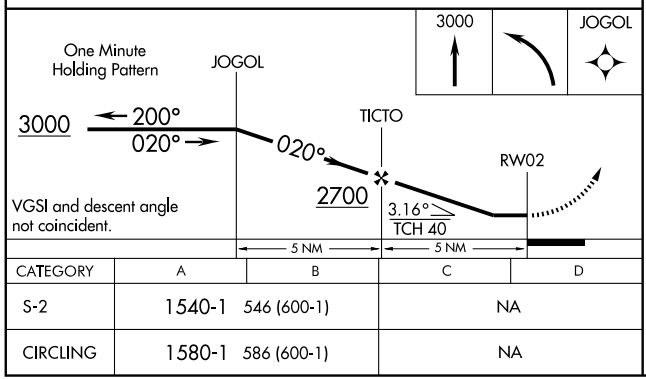
NA

If local altimeter setting not received, use Shenandoah Muni altimeter setting and increase all MDAs 60 feet.

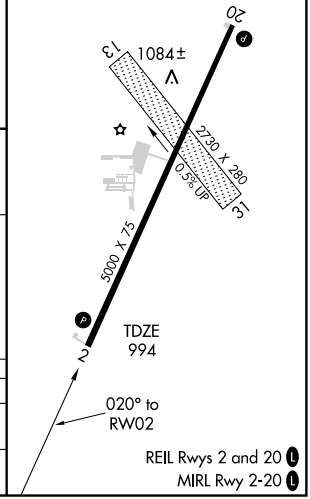
MISSED APPROACH: Climb to 3000, then left turn direct JOGOL WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
132.025	119.6 290.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1540-1	546 (600-1)	NA	
CIRCLING	1580-1	586 (600-1)	NA	



NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
200°	TDZE	991
	Apt Elev	994

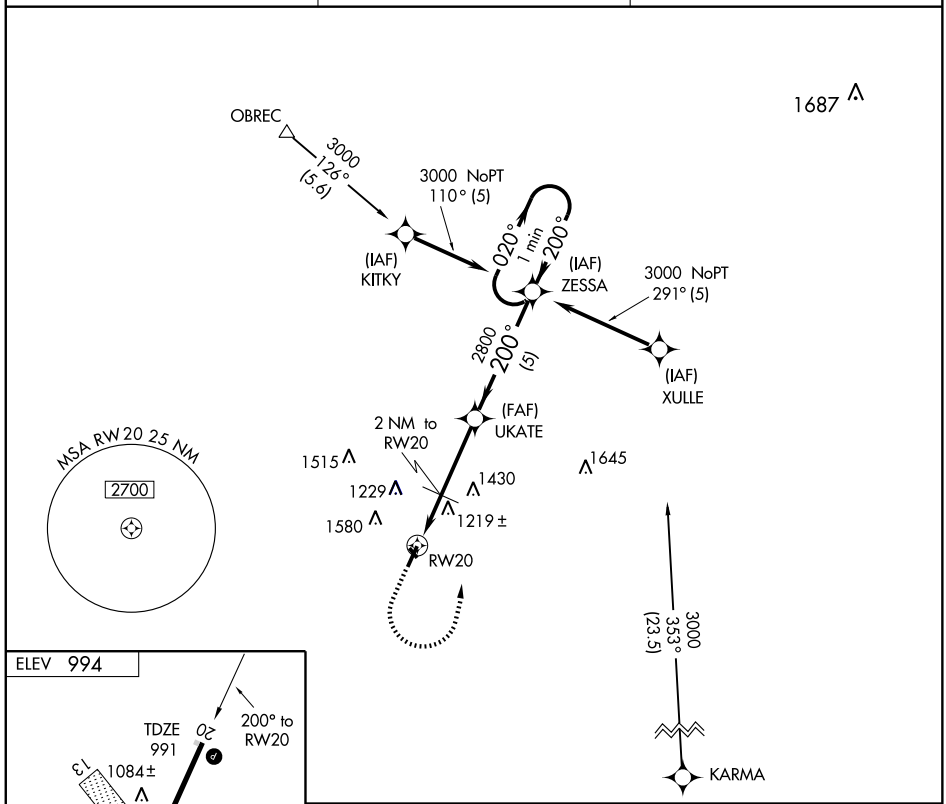
GPS RWY 20
CLARINDA/SCHENCK FIELD (ICL)

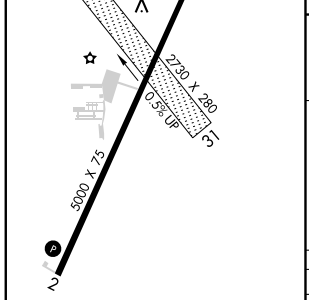
NA

If local altimeter setting not received, use Shenandoah Muni altimeter setting and increase all MDAs 60 feet.

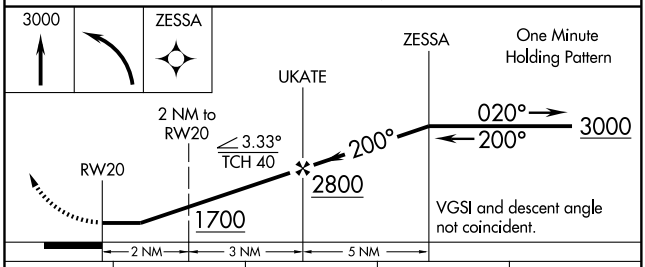
MISSED APPROACH: Climb to 3000, then left turn direct ZESSA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
132.025	119.6 290.4	122.8 (CTAF) L





REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
S-20	1480-1 489 (500-1)		NA	
CIRCLING	1580-1 586 (600-1)		NA	

NDB ICL	APP CRS	Rwy ldg	NA
353	345°	TDZE	NA
		Apt Elev	994

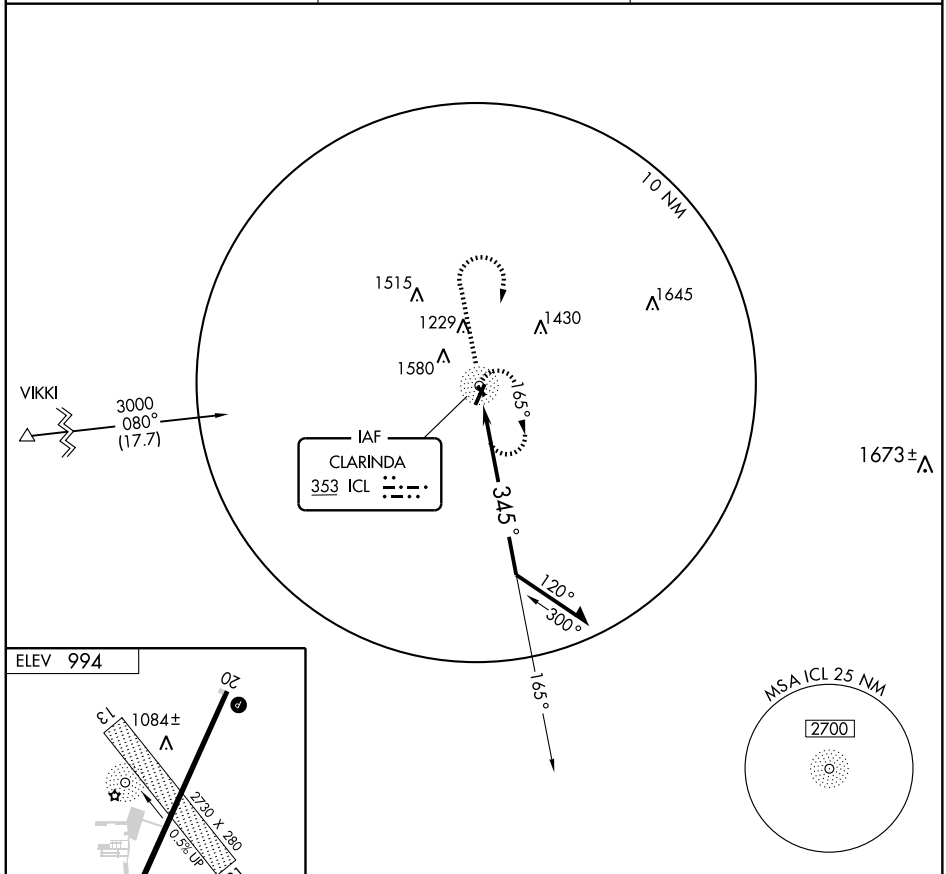
NDB-A

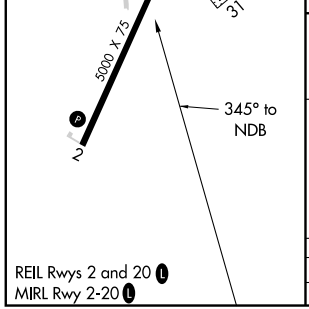
CLARINDA/SCHENCK FIELD (ICL)

NA

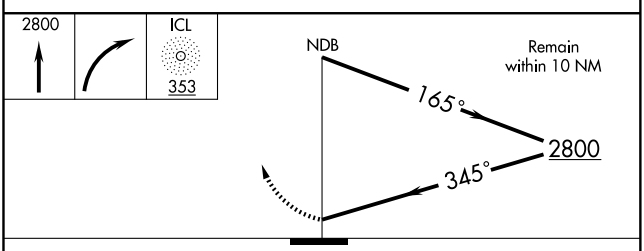
MISSED APPROACH: Climb to 2800, then turn right direct ICL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
132.025	119.6 290.4	122.8 (CTAF) L





REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
CIRCLING	1720-1	726 (800-1)	NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

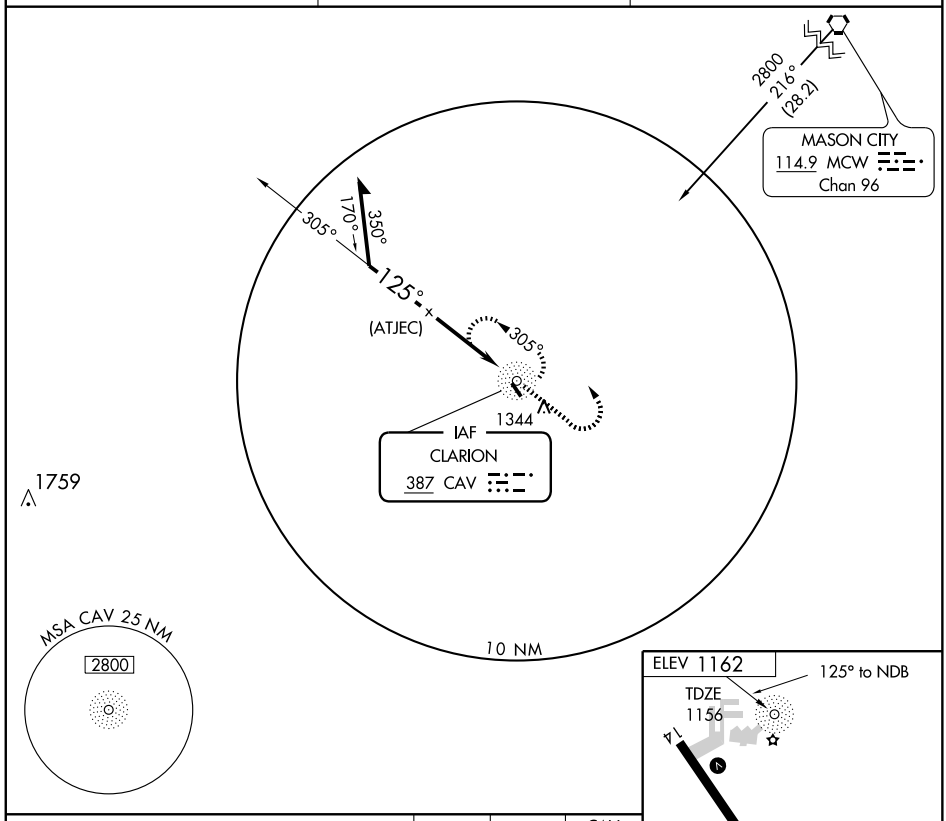
NDB CAV 387	APP CRS 125°	Rwy ldg 3515 TDZE 1156 Apt Elev 1162

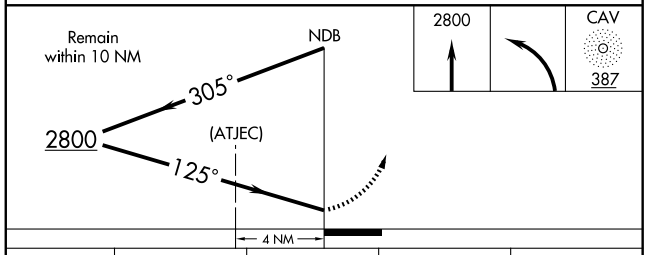
NDB or GPS RWY 14
CLARION MUNI (CAV)

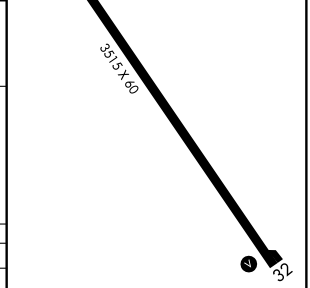
NA

MISSED APPROACH: Climb to 2800 then left turn direct CAV NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L







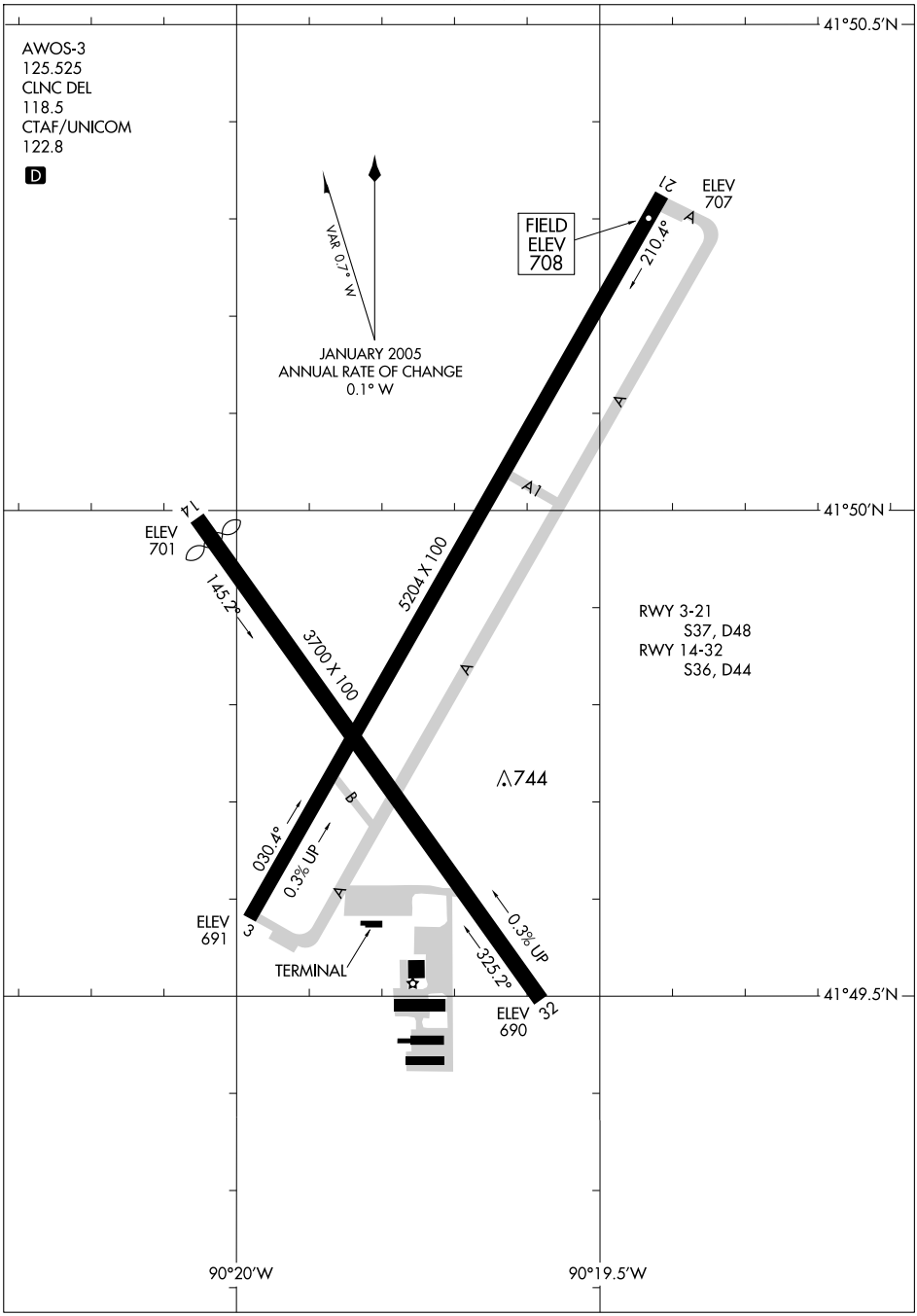
REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	1640-1	484 (500-1)	1640-1¼ 484 (500-1¼)	NA
CIRCLING	1740-1	578 (600-1)	1740-1½ 578 (600-1½)	NA

AIRPORT DIAGRAM

AL-972 (FAA)

CLINTON MUNI (CWI)
CLINTON, IOWA



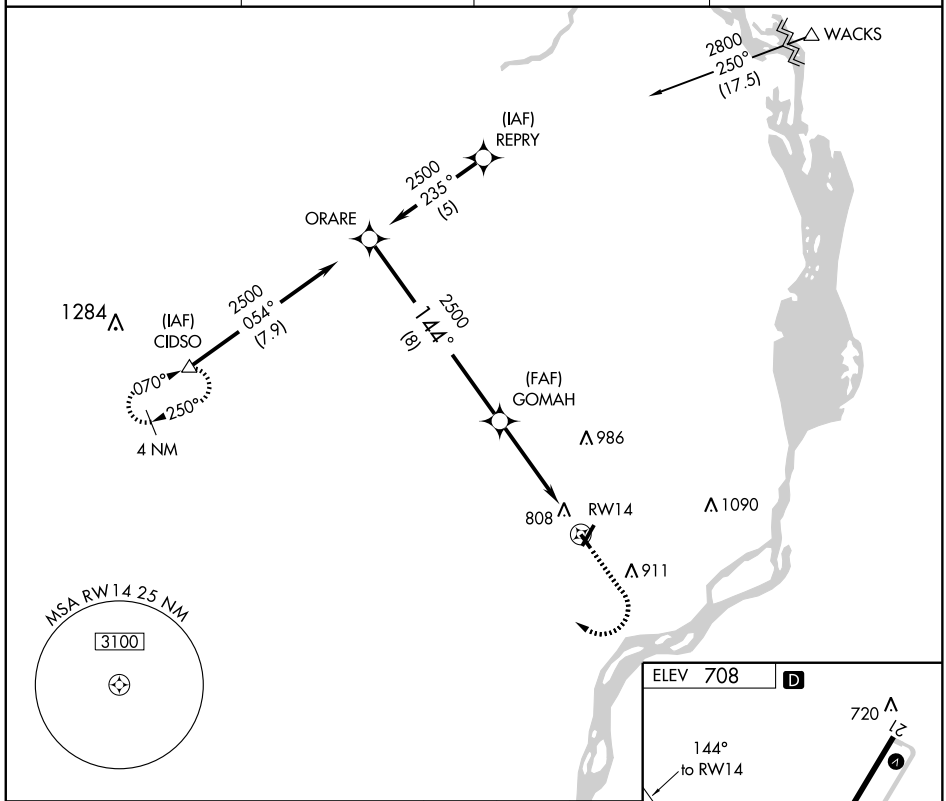
APP CRS	Rwy ldg	3530
144°	TDZE	700
	Apt Elev	708

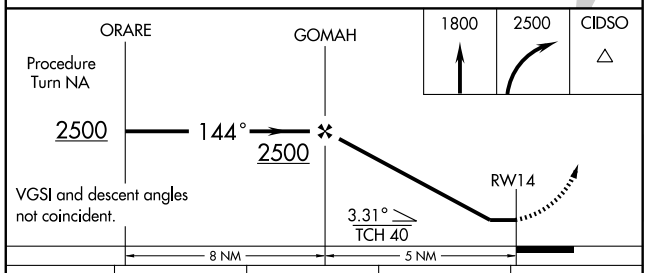
GPS RWY 14
CLINTON MUNI (CWI)

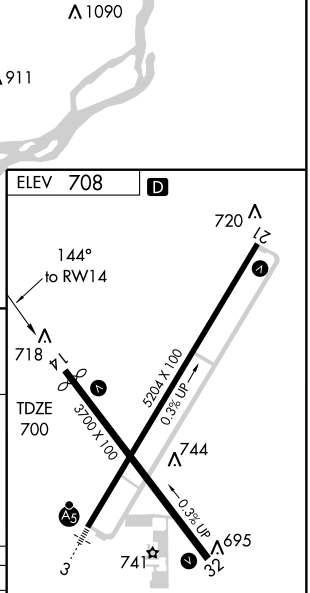
NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 2500 direct CIDSO WP and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)







REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L

CATEGORY	A	B	C	D
S-14	1160-1	460 (500-1)	1160-1¼ 460 (500-1¼)	NA
CIRCLING	1160-1 452 (500-1)	1200-1 492 (500-1)	1200-1½ 492 (500-1½)	NA

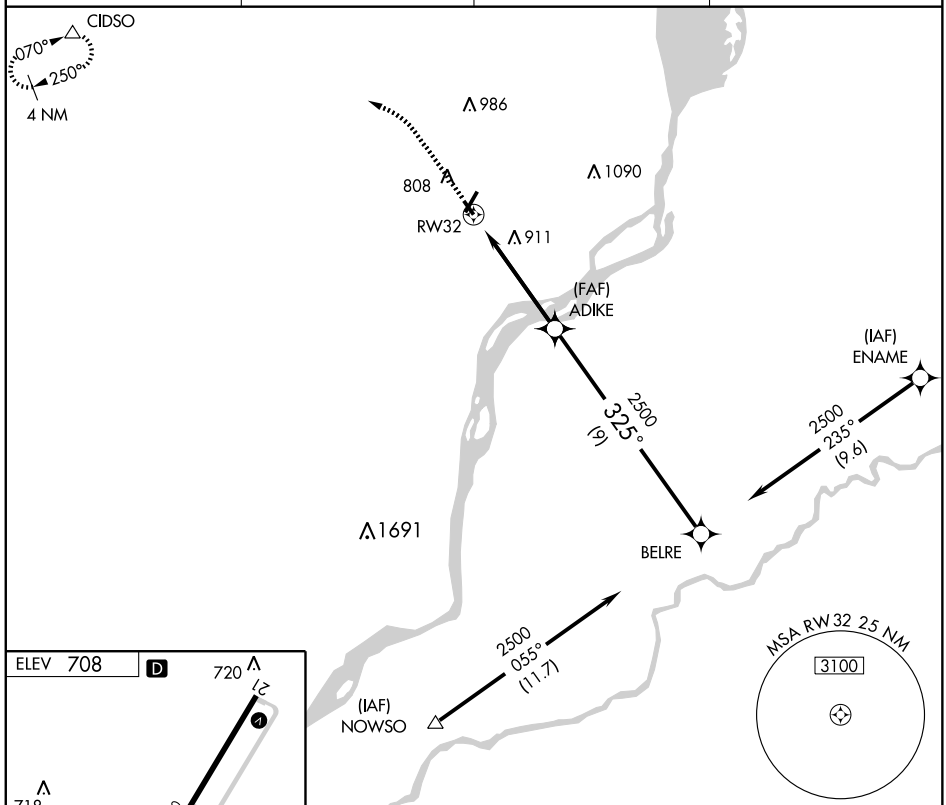
APP CRS	Rwy ldg	3700
325°	TDZE	698
	Apt Elev	708

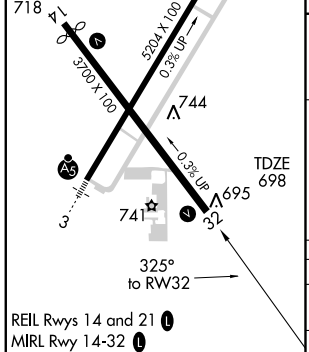
GPS RWY 32
CLINTON MUNI (CWI)

NA

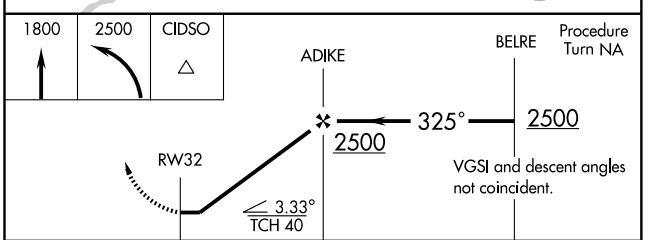
MISSED APPROACH: Climb to 1800, then climbing left turn to 2500 direct CIDSO WP and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)





REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L



CATEGORY	A	B	C	D
S-32	1180-1 482 (500-1)		1180-1¼ 482 (500-1¼)	NA
CIRCLING	1180-1 472 (500-1)	1200-1 492 (500-1)	1200-1½ 492 (500-1½)	NA

LOC/DME I-FNO	APP CRS	Rwy ldg	5204
109.7	030°	TDZE	700
Chan 34		Apt Elev	708

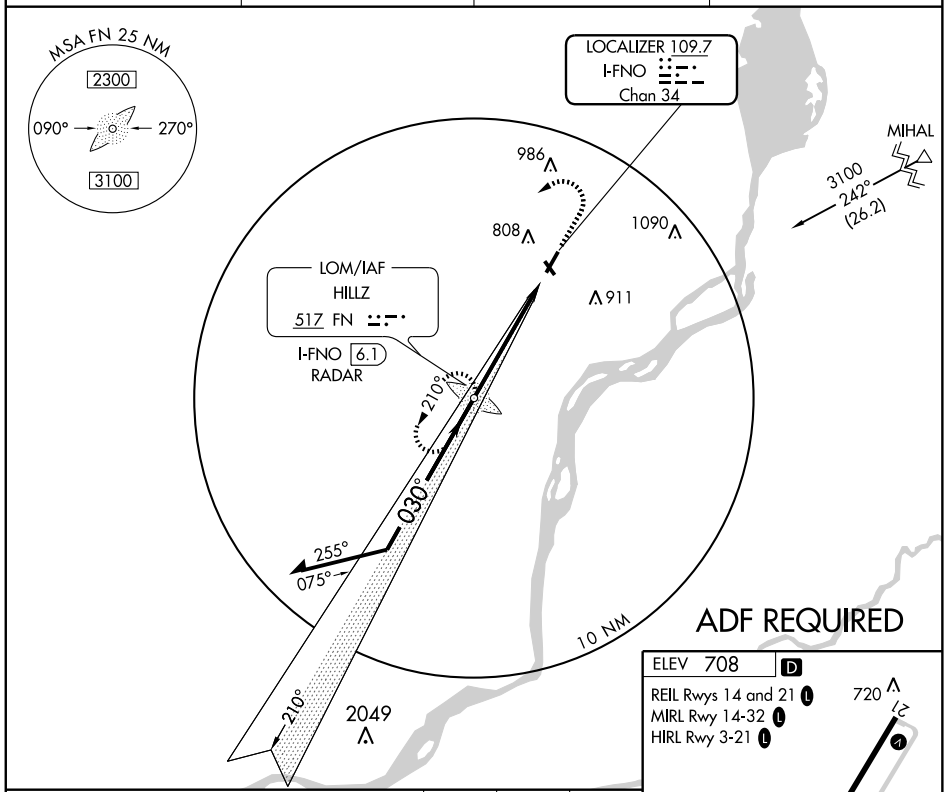
ILS RWY 3
CLINTON MUNI (CWI)

NA

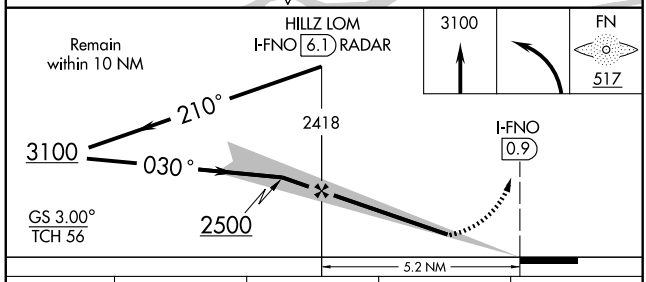
MALSR

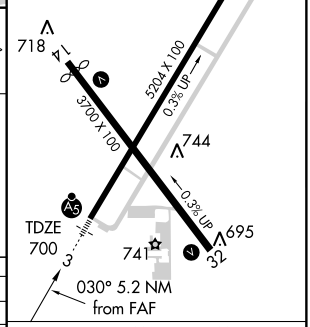
MISSED APPROACH: Climb to 3100 then left turn direct HILLZ LOM and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)



ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 3	900-½ 200 (200-½)			NA
S-LOC 3	1080-½ 380 (400-½)			NA
CIRCLING	1120-1 412 (500-1)	1200-1 492 (500-1)	1200-1½ 492 (500-1½)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 69610 W03A	APP CRS 030°	Rwy ldg 5204 TDZE 700 Apt Elev 708

RNAV (GPS) RWY 3
CLINTON MUNI (CWI)

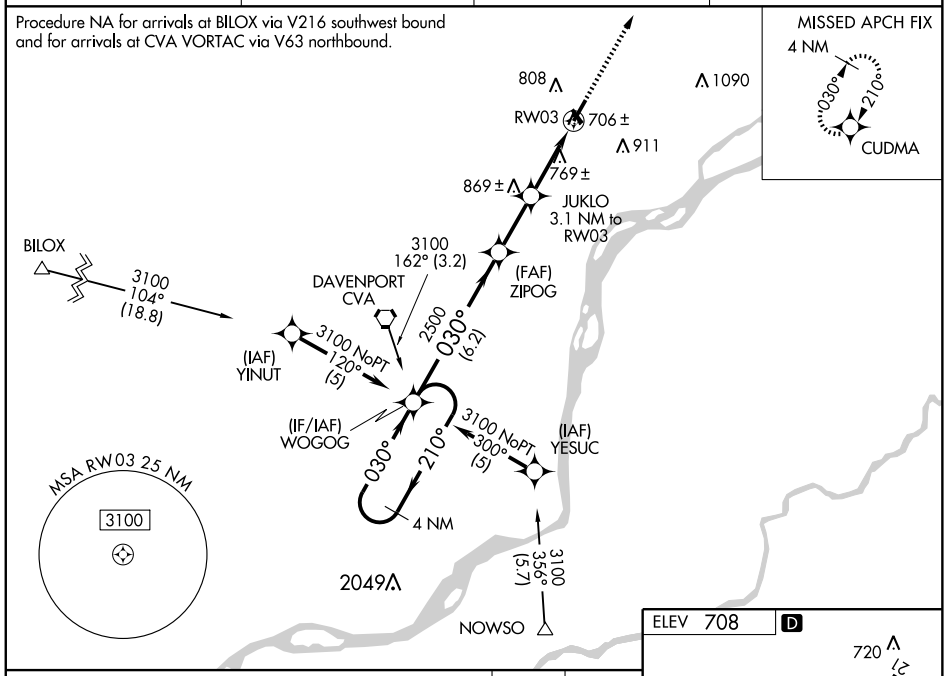
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

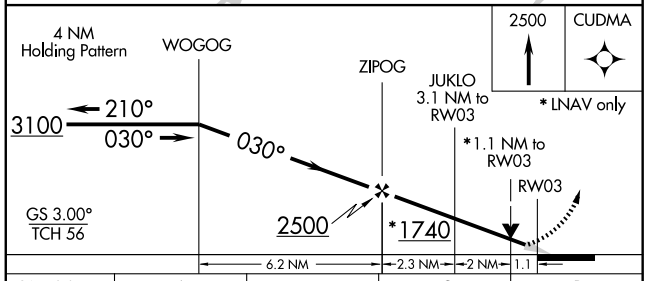
MALSR

MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

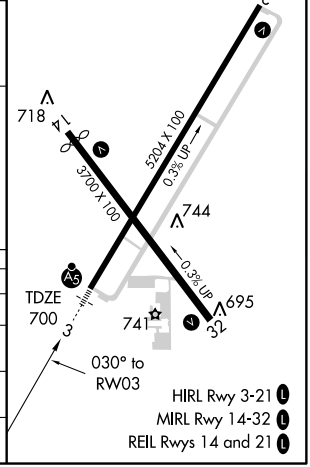
AWOS-3	QUAD CITY APP CON *	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)

Procedure NA for arrivals at BILOX via V216 southwest bound and for arrivals at CVA VORTAC via V63 northbound.





CATEGORY	A	B	C	D
LPV DA	900-½ 200 (200-½)			NA
LNAV/VNAV DA	1039-¾ 339 (400-¾)			NA
LNAV MDA	1020-½ 320 (400-½)			NA
CIRCLING	1140-1 432 (500-1)	1200-1 492 (500-1)	1200-1½ 492 (500-1½)	NA



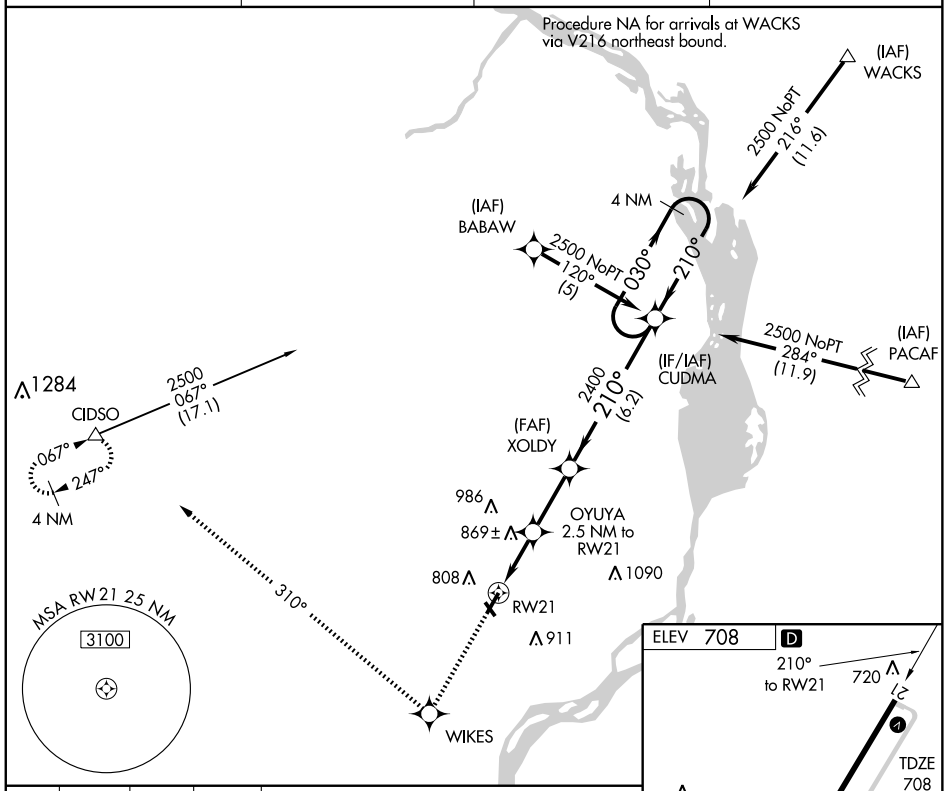
APP CRS	Rwy ldg	5204
210°	TDZE	708
	Apt Elev	708

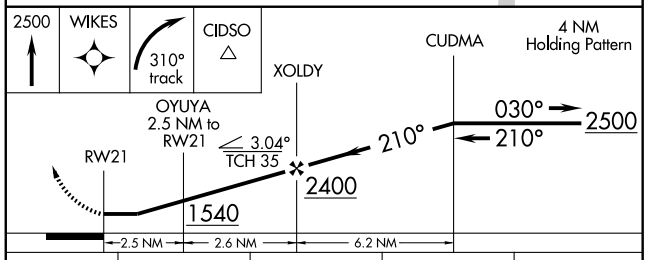
RNAV (GPS) RWY 21
CLINTON MUNI (CWI)

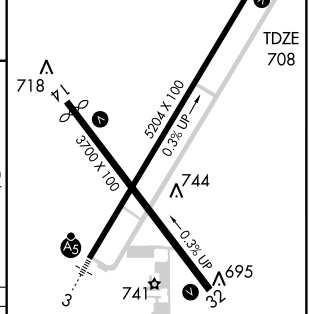
DME/DME RNP-0.3 NA
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 direct WIKES and right turn via 310° track to CIDSO and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)







REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L

CATEGORY	A	B	C	D
LNAV MDA	1220-1 512 (600-1)		1220-1½ 512 (600-1½)	NA
CIRCLING	1220-1 512 (600-1)		1220-1½ 512 (600-1½)	NA

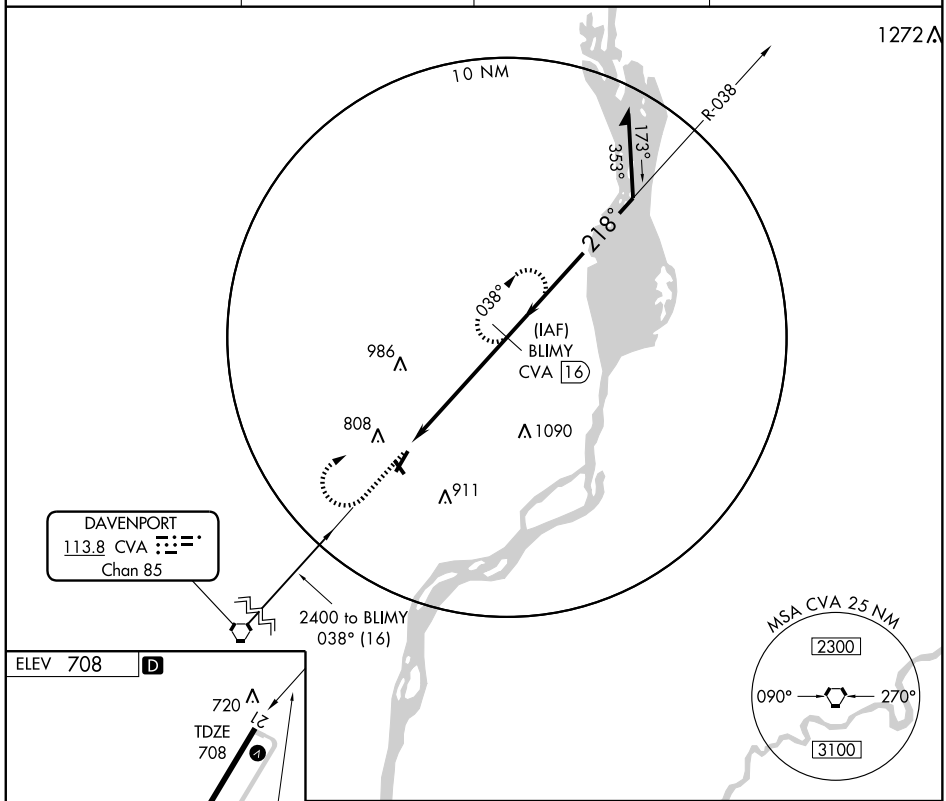
NC-3, 14 JAN 2010 to 11 FEB 2010

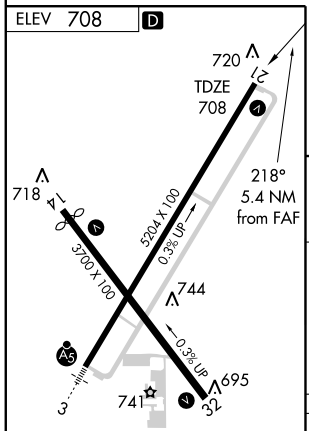
VORTAC CVA	APP CRS	Rwy ldg	5204
113.8	218°	TDZE	708
Chan 85		Apt Elev	708

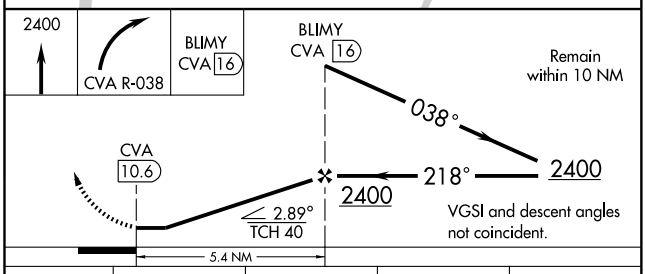
VOR/DME RWY 21
CLINTON MUNI (CWI)

MISSED APPROACH: Climb to 2400 then right turn via CVA R-038 to BLIMY 16 DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)







REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L

CATEGORY	A	B	C	D
S-21	1200-1 492 (500-1)		1200-1¼ 492 (500-1¼)	NA
CIRCLING	1200-1 492 (500-1)		1200-1½ 492 (500-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC CVA	APP CRS	Rwy ldg	5204
113.8	040°	TDZE	700
Chan 85		Apt Elev	708

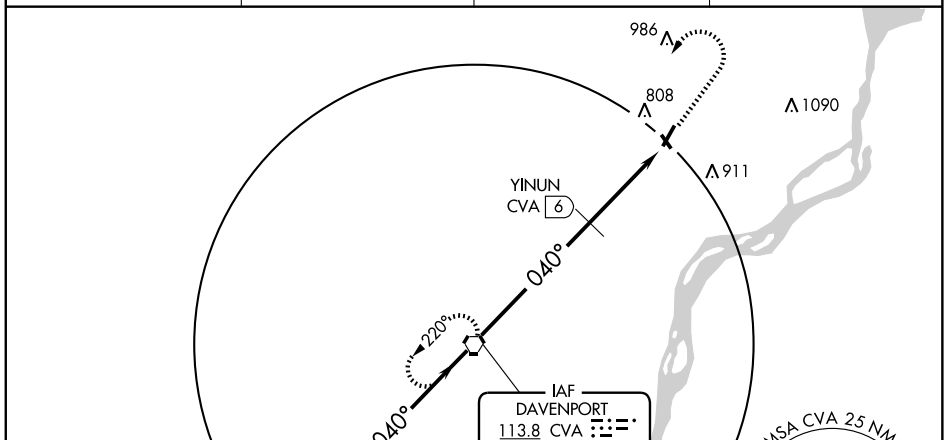
VOR RWY 3
CLINTON MUNI (CWI)

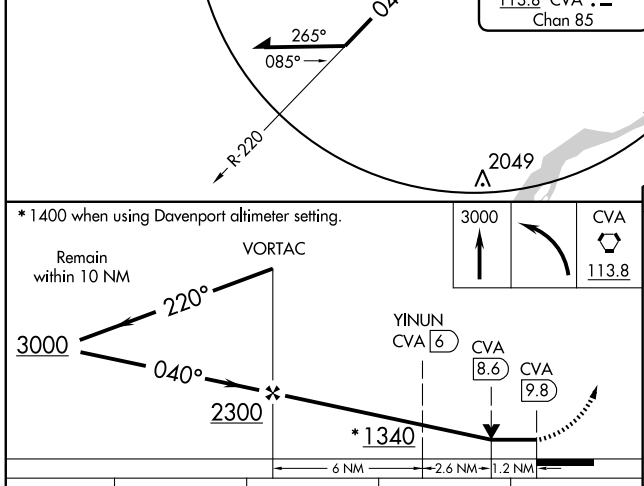
Inoperative table does not apply.
VDP NA when using Davenport altimeter setting.
When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet and visibility S-3 Cat C and circling Cat C ¼ mile.

MALSR

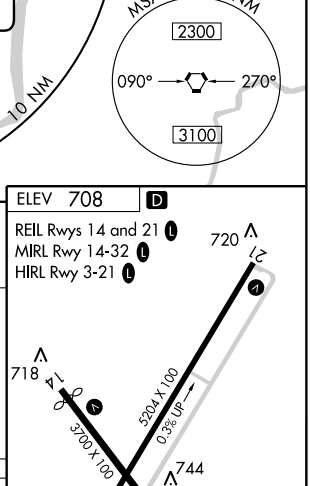
MISSED APPROACH: Climb to 3000 then left turn direct CVA VORTAC and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)





CATEGORY	A	B	C	D
S-3	1340-1 640 (700-1)		1340-1¾ 640 (700-1¾)	NA
CIRCLING	1340-1 632 (700-1)		1340-1¾ 632 (700-1¾)	NA
YINUN MINIMUMS				
S-3	1120-1 420 (500-1)		1120-1¼ 420 (500-1¼)	NA
CIRCLING	1140-1 432 (500-1)	1200-1 492 (500-1)	1200-1½ 492 (500-1½)	NA



FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

NC-3, 14 JAN 2010 to 11 FEB 2010

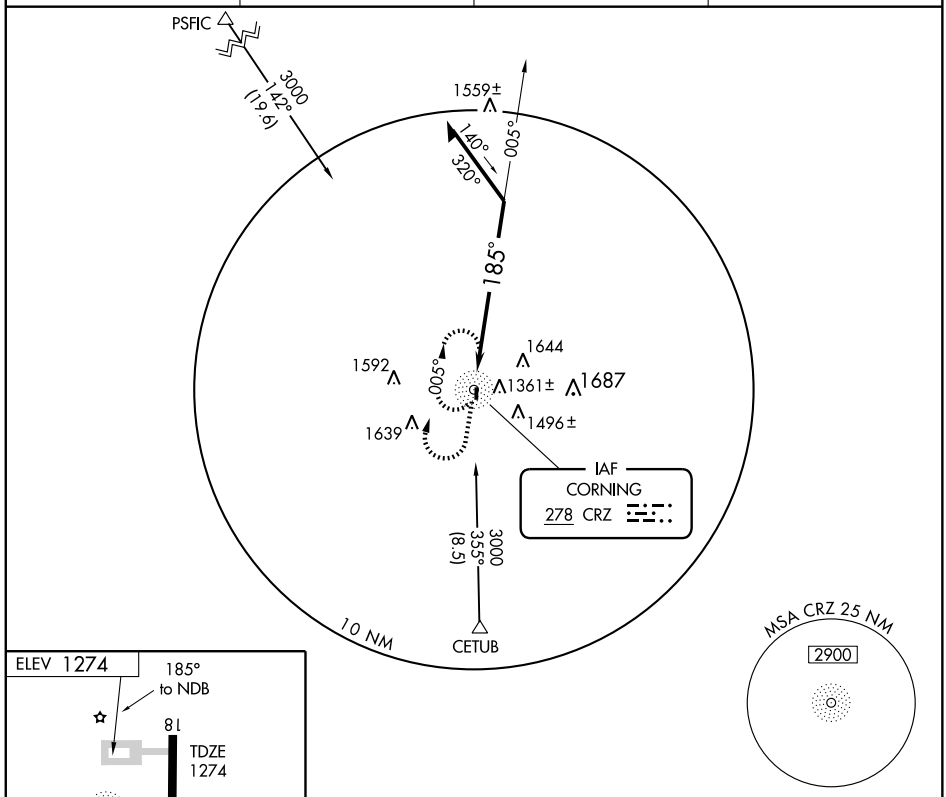
NDB CRZ	APP CRS	Rwy ldg / TDZE / Apt Elev
278	185°	2684 / 1274 / 1274

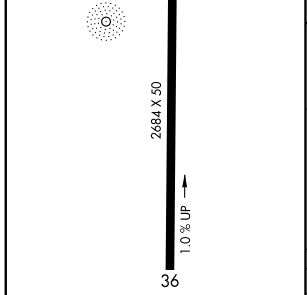
NDB RWY 18
CORNING MUNI (CRZ)

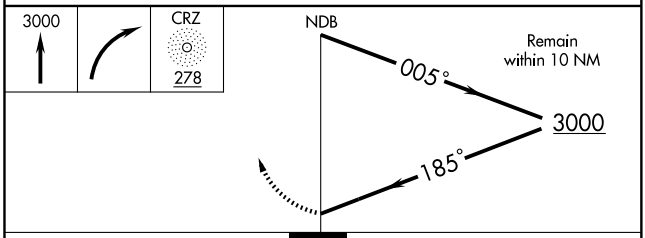
T NA Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet and visibility Cat. B ¼ mile.

MISSED APPROACH: Climb to 3000 then right turn direct CRZ NDB and hold.

CRESTON AWOS-3	MINNEAPOLIS CENTER	CTAF	
124.75	119.6 290.4	122.9	122.8 L







CATEGORY	A	B	C	D
S-18	1960-1	686 (700-1)	NA	
CIRCLING	1960-1	686 (700-1)	NA	

REIL Rwy 18 L
LIRL Rwy 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

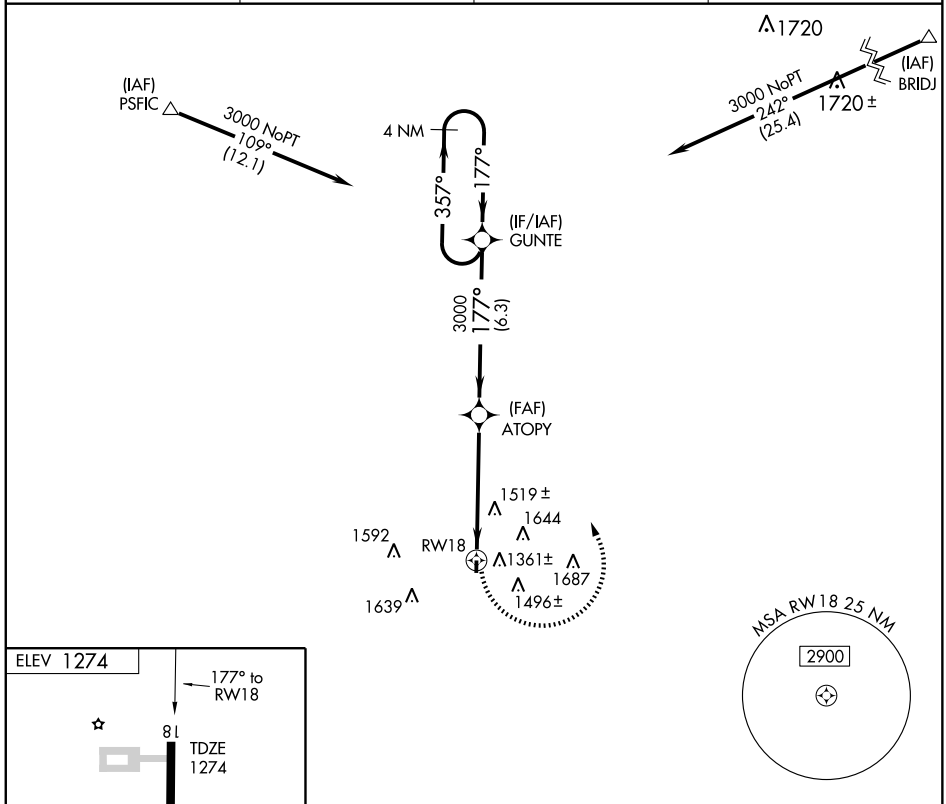
APP CRS	Rwy ldg	2684
177°	TDZE	1274
	Apt Elev	1274

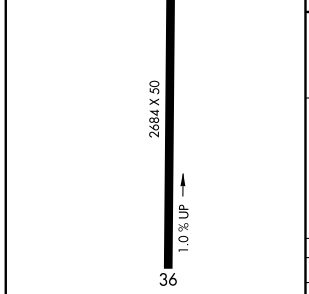
RNAV (GPS) RWY 18
CORNING MUNI (CRZ)

Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

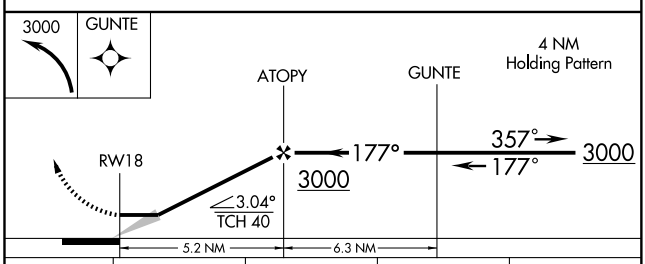
MISSED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.

CRESTON AWOS-3	MINNEAPOLIS CENTER	CTAF	122.8 L
124.75	119.6 290.4	122.9	





REIL Rwy 18 L
LIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1820-1 546 (600-1)		NA	
CIRCLING	1820-1 546 (600-1)		NA	

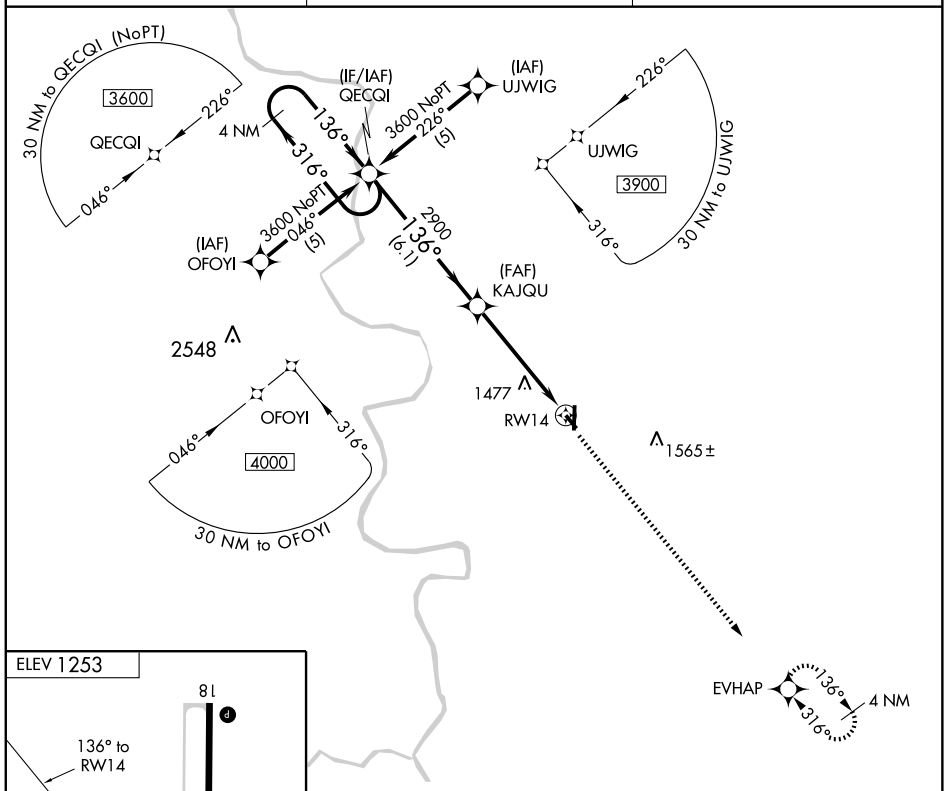
APP CRS	Rwy ldg	3650
136°	TDZE	1245
	Apt Elev	1253

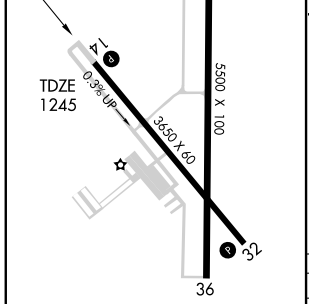
RNAV (GPS) RWY 14
COUNCIL BLUFFS MUNI (CBF)

DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet.

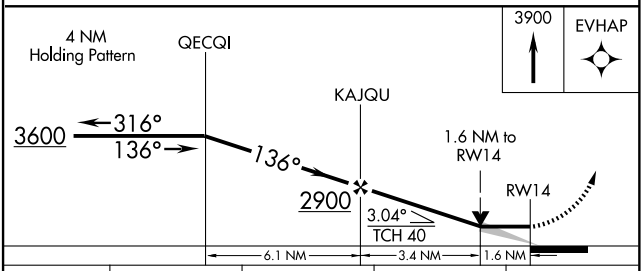
MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L





MIRL Rwy 14-32 L
HIRL Rwy 18-36 L
REIL Rwys 14, 32, 18, and 36 L



CATEGORY	A	B	C	D
LNAV MDA	1780-1 535 (600-1)		1780-1½ 535 (600-1½)	1780-1¾ 535 (600-1¾)
CIRCLING	1780-1 527 (600-1)		1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

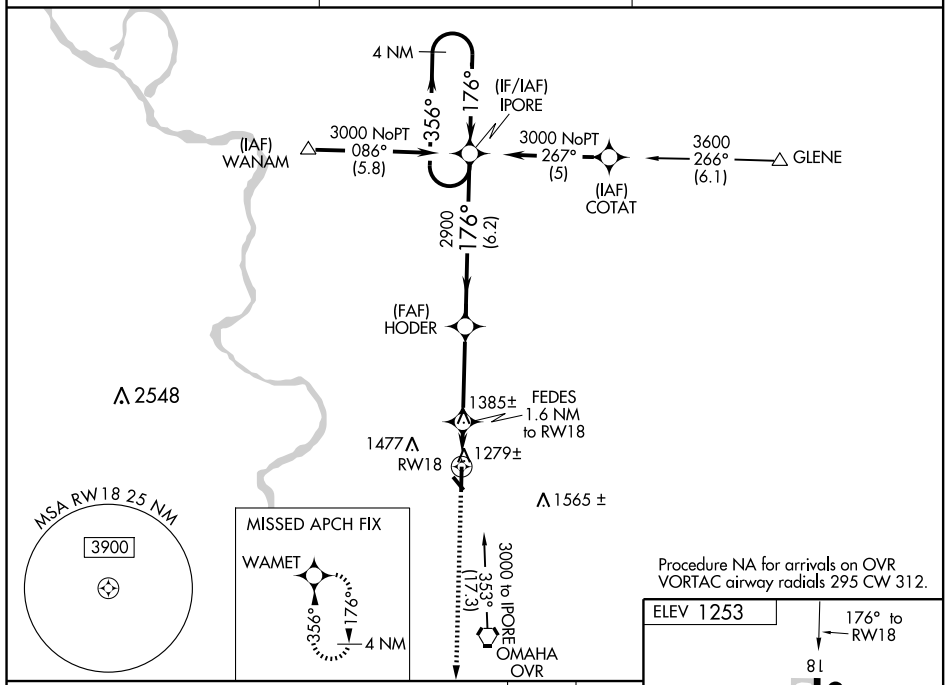
WAAS CH 42806 W18A	APP CRS 176°	Rwy ldg 5500 TDZE 1241 Apt Elev 1253

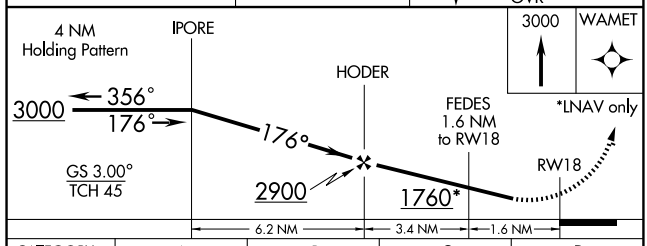
RNAV (GPS) RWY 18
COUNCIL BLUFFS MUNI (CBF)

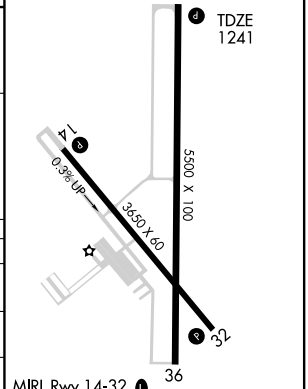
Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAMET and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L







MIRL Rwy 14-32 L
HIRL Rwy18-36 L
REIL Rwys 14, 32, 18, and 36 L

CATEGORY	A	B	C	D
LPV DA	1512-1 271 (300-1)			
LNAV/VNAV DA	1646-1½ 405 (400-1½)			
LNAV MDA	1640-1 399 (400-1)			1640-1¼ 399 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

COUNCIL BLUFFS, IOWA

AL-5540 (FAA)

09295

RNAV (GPS) RWY 32

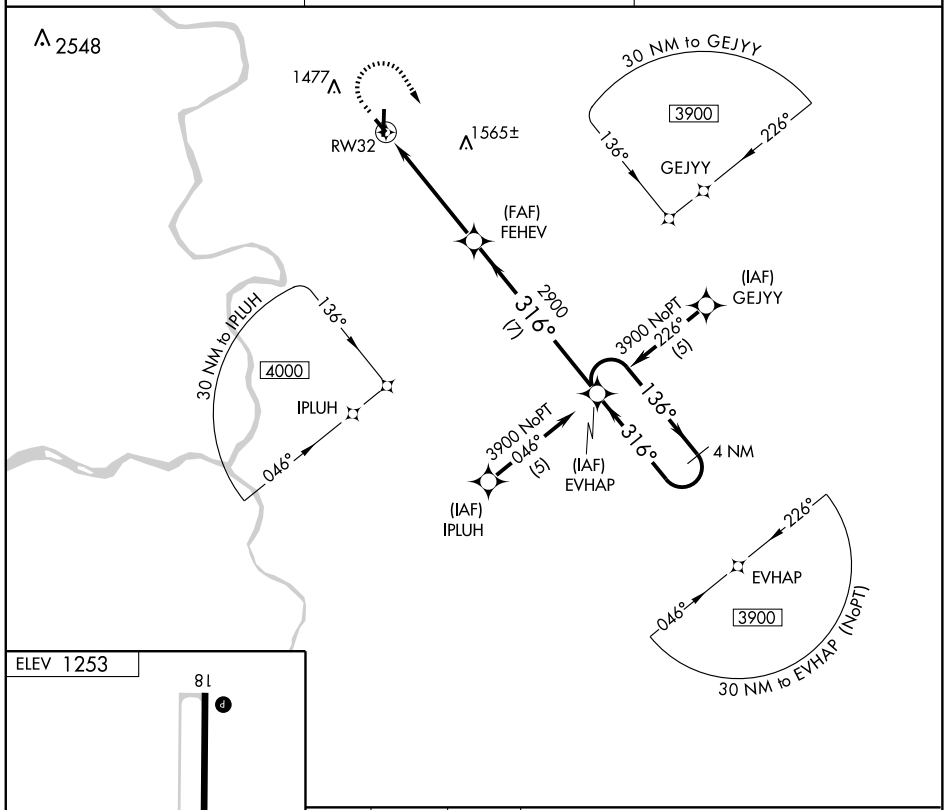
COUNCIL BLUFFS MUNI (CBF)

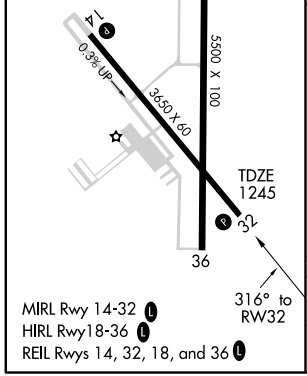
APP CRS		
316°	Rwy ldg	3650
	TDZE	1245
	Apt Elev	1253

NA When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. DME/DME RNP- 0.3 NA.

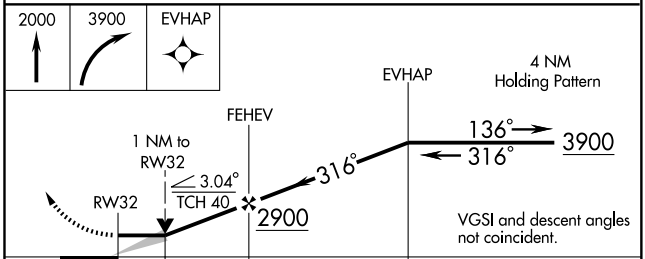
MISSED APPROACH: Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L





MIRL Rwy 14-32 L
HIRL Rwy18-36 L
REIL Rwys 14, 32, 18, and 36 L



CATEGORY	A	B	C	D
LNAV MDA	1660-1 415 (500-1)		1660-1¼ 415 (500-1¼)	
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

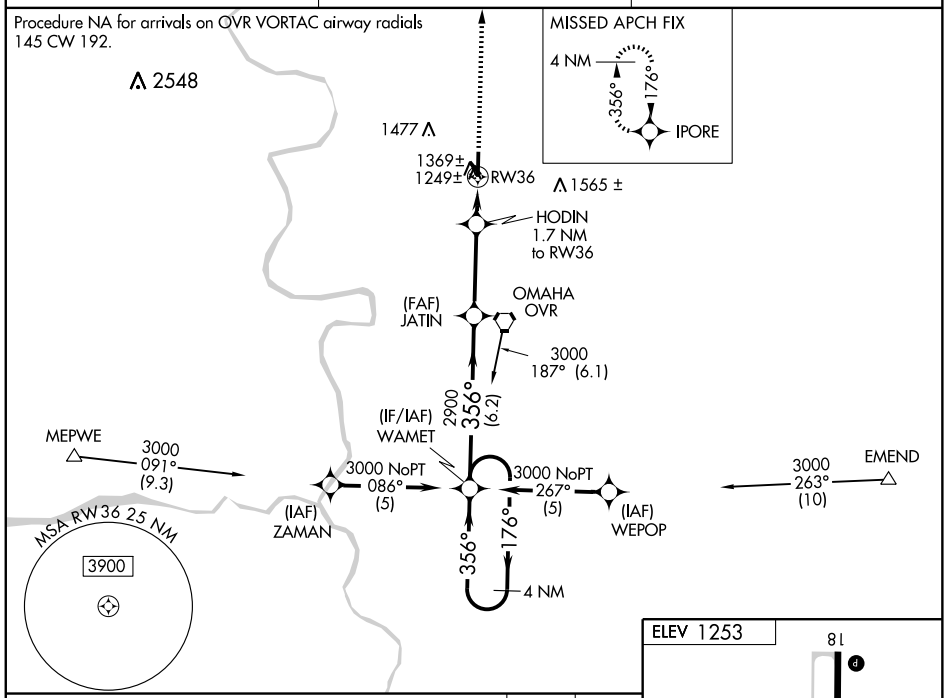
WAAS CH 53606 W36A	APP CRS 356°	Rwy ldg 5500 TDZE 1245 Apt Elev 1253

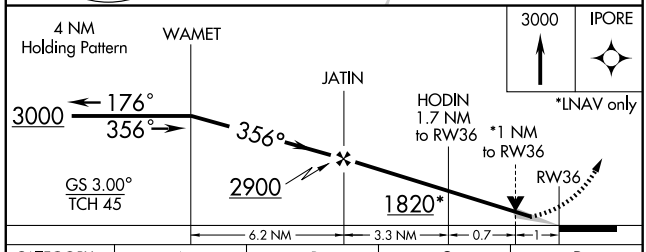
RNAV (GPS) RWY 36
COUNCIL BLUFFS MUNI (CBF)

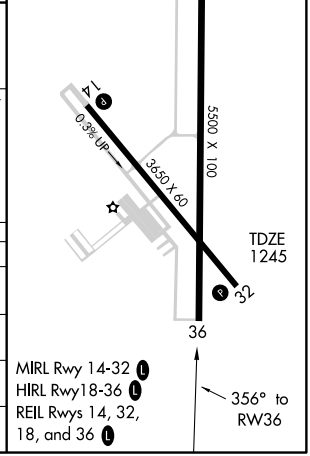
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting.

MISSED APPROACH: Climb to 3000 direct IPORE and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1495-¾ 250 (300-¾)			
LNAV/ VNAV DA	1577-1¼ 332 (400-1¼)			
LNAV MDA	1620-1 375 (400-1)			1620-1¼ 375 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

VORTAC OVR	APP CRS	Rwy ldg	N/A
116.3	342°	TDZE	N/A
Chan 110		Apt Elev	1253

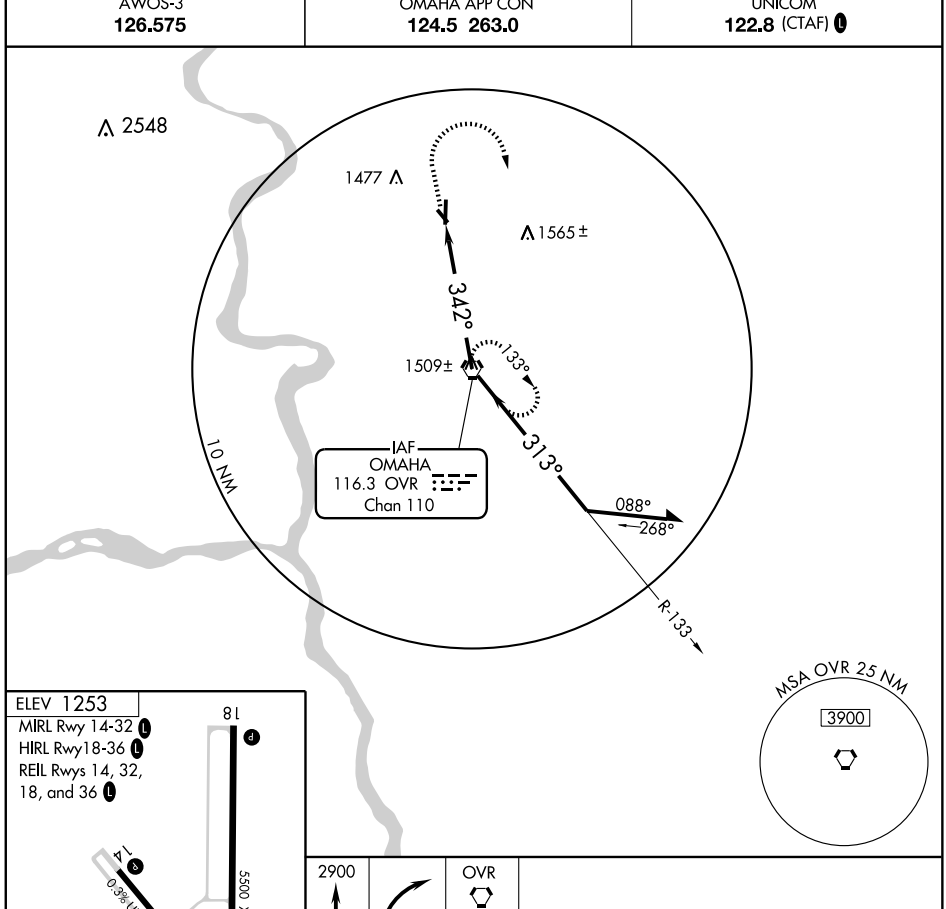
VOR-A

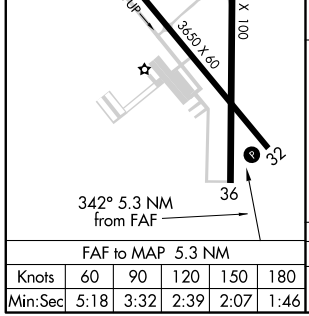
COUNCIL BLUFFS MUNI (CBF)

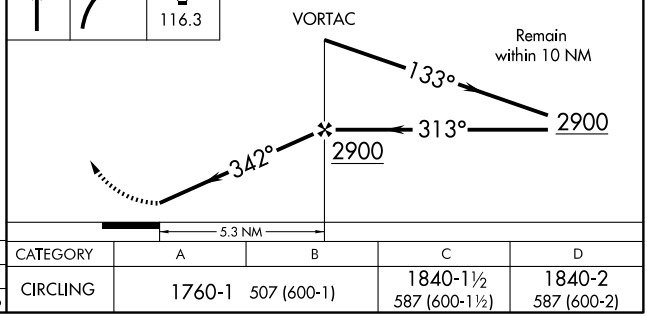
When local altimeter setting not received, use Eppley Airfield altimeter setting: increase all MDAs 60 feet and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L







FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
CIRCLING	1760-1	507 (600-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

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APP CRS	Rwy ldg	2949
152°	TDZE	1279
	Apt Elev	1279

GPS RWY 15

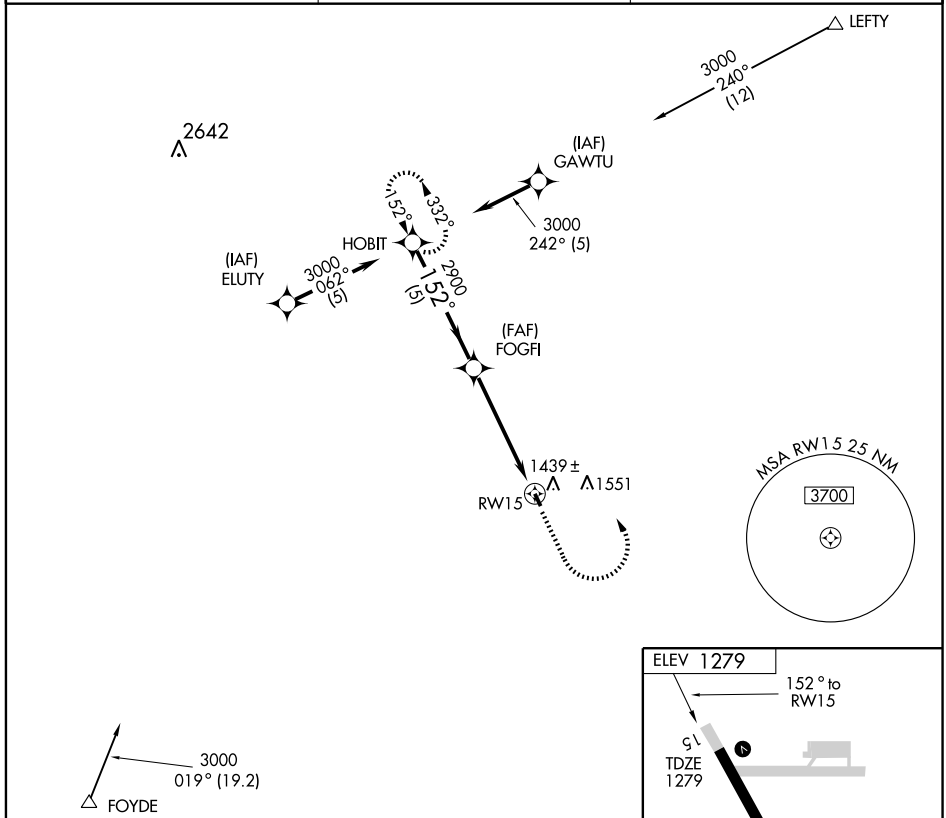
CRESCO/ELLEN CHURCH FIELD (CJJ)

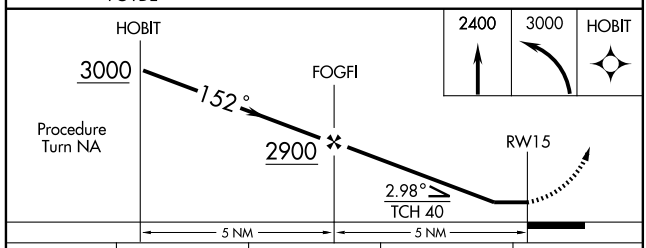
NA

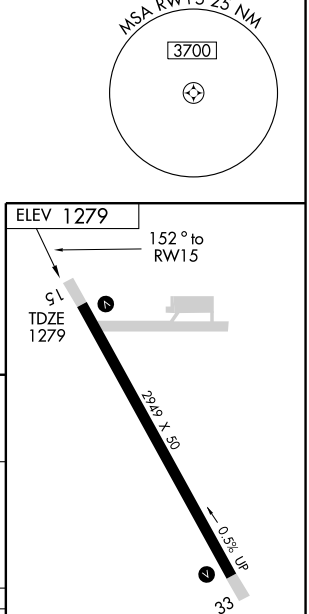
Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP amd hold.

MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 L







LIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA

APP CRS	Rwy ldg	2949
332°	TDZE	1279
	Apt Elev	1279

GPS RWY 33

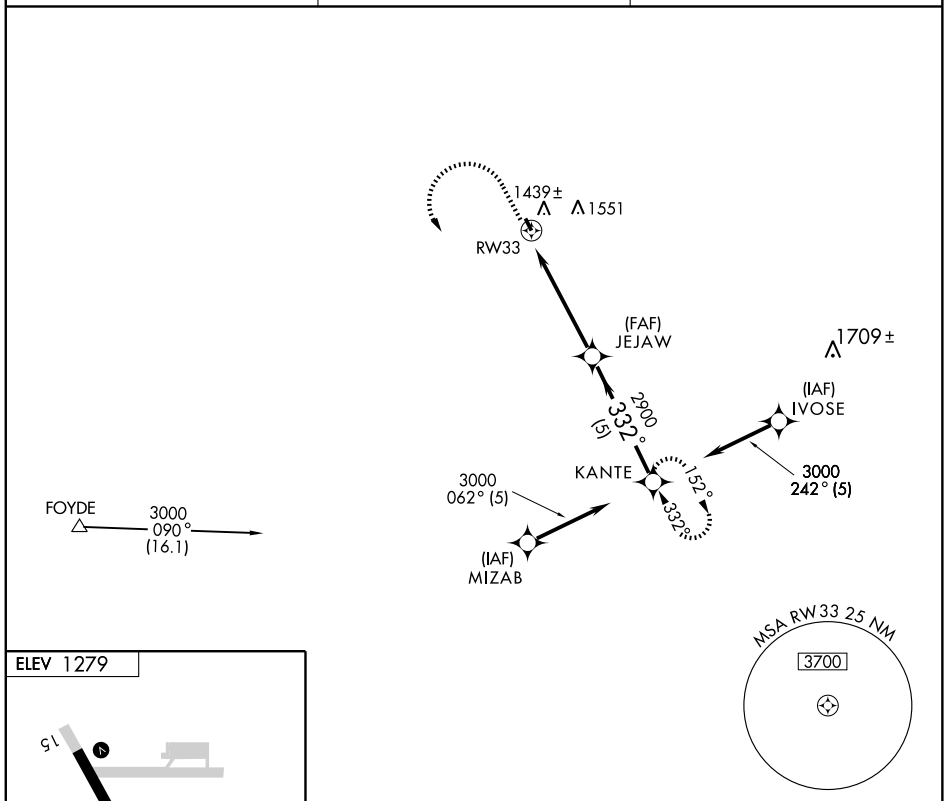
CRESCO/ELLEN CHURCH FIELD (CJJ)

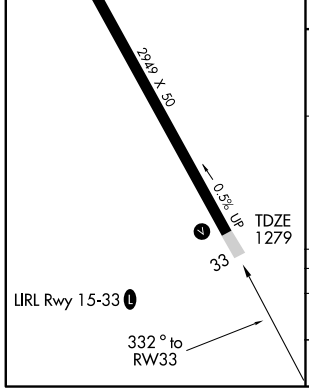
NA

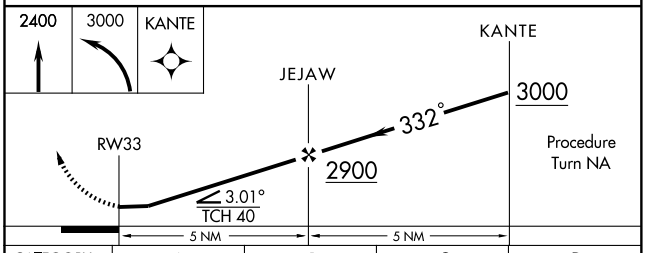
Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct KANTE WP and hold.

MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-33	1740-1 461 (500-1)		1740-1¼ 461 (500-1¼)	NA
CIRCLING	1800-1 521 (600-1)		1800-1½ 521 (600-1½)	NA

NDB CJJ	APP CRS	Rwy ldg	2949
293	340°	TDZE	1279
		Apt Elev	1279

NDB RWY 33

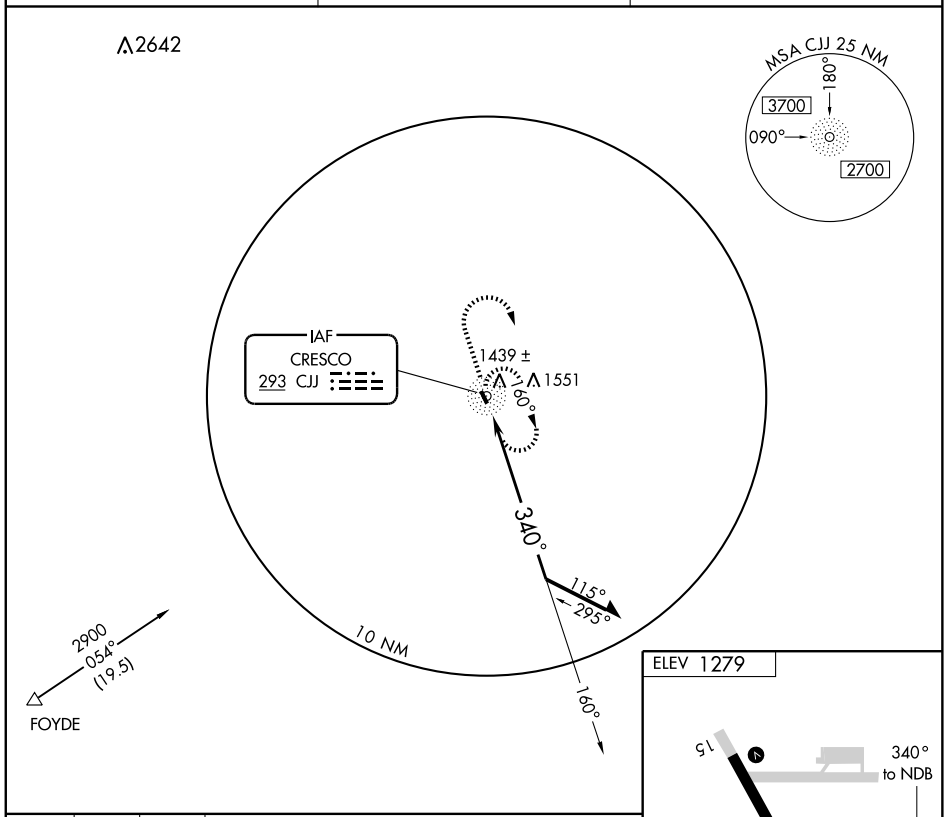
CRESCO/ELLEN CHURCH FIELD (CJJ)

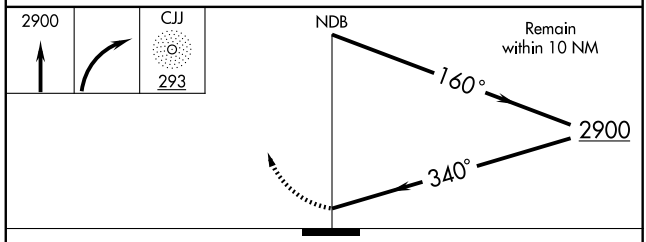
NA

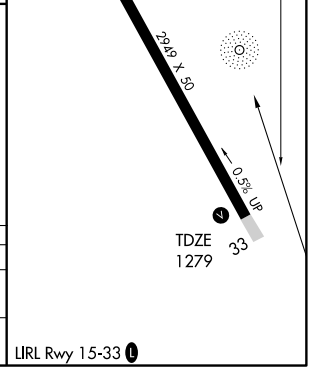
Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2900 then right turn direct CJJ NDB and hold.

MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-33	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA
CIRCLING	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA

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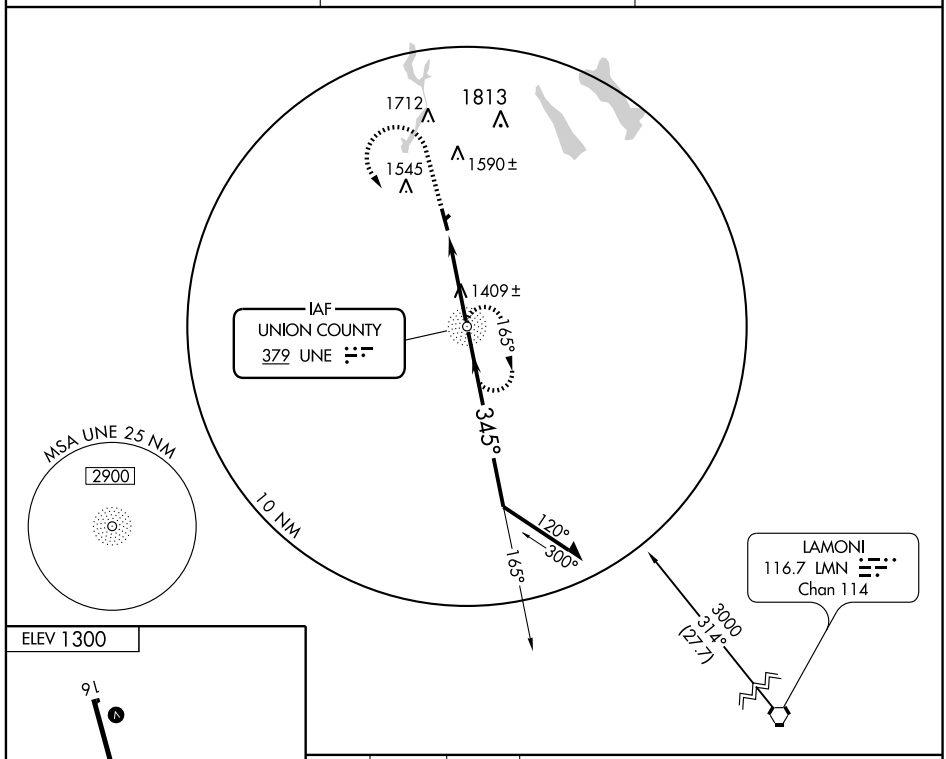
NDB UNE 379	APP CRS 345°	Rwy ldg 4901 TDZE 1296 Apt Elev 1300

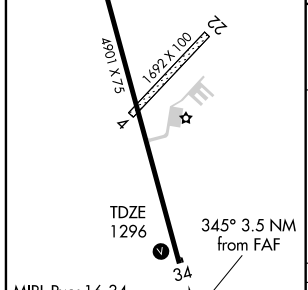
NDB RWY 34
CRESTON MUNI (CSQ)

Circling NA for CATs B and C west of Rwy 16-34.
Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
Visibility reduction by helicopters NA.

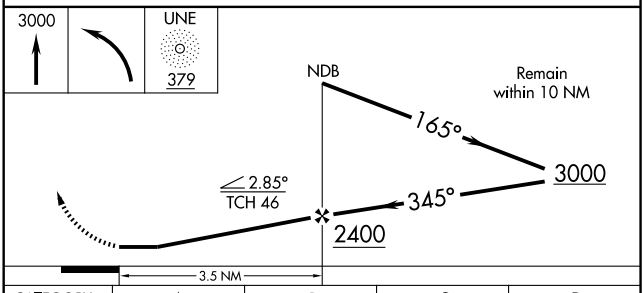
MISSED APPROACH: Climb to 3000 then left turn direct UNE NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.75	125.65 306.95	122.8 (CTAF)





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-34	1720-1 424 (500-1)		1720-1¼ 424 (500-1¼)	NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

CRESTON, IOWA

AL-5531 (FAA)

APP CRS	Rwy ldg	4901
161°	TDZE	1296
	Apt Elev	1300

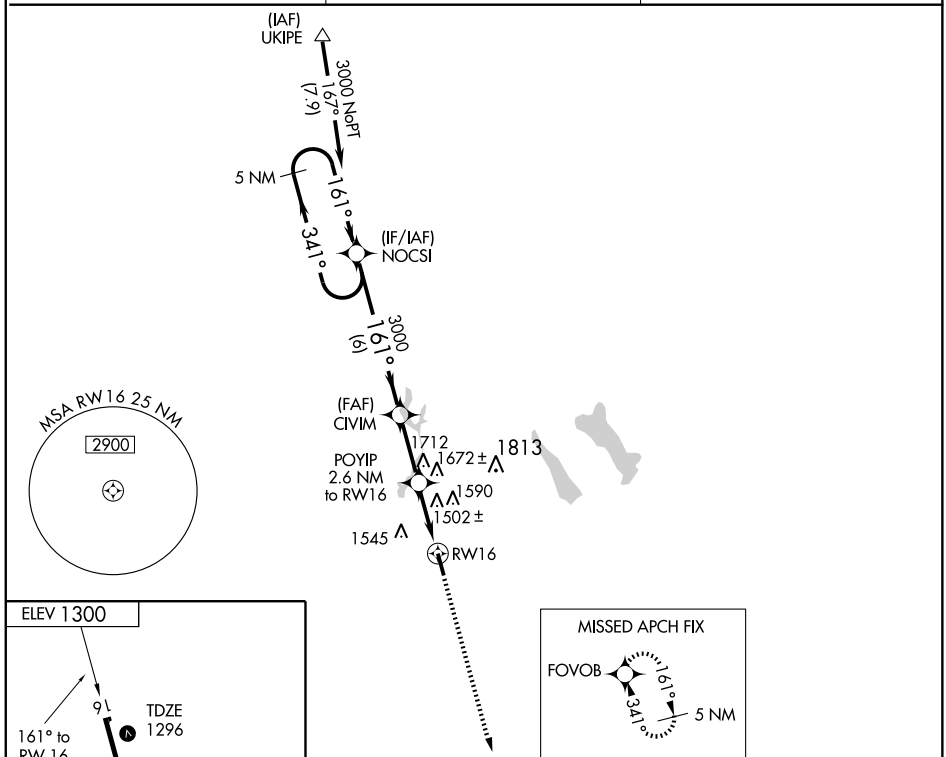
RNAV (GPS) RWY 16

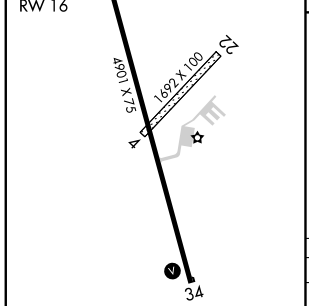
CRESTON MUNI (CSQ)

DME/DME RNP-0.3 NA.
Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSI inoperative, straight-in/circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

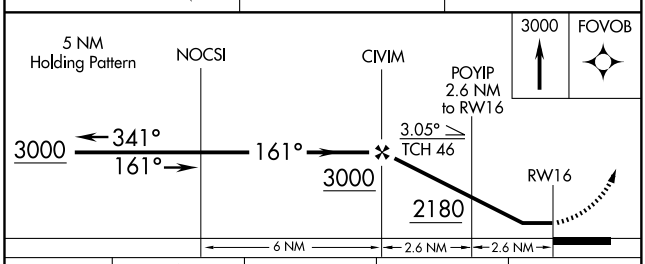
MISSED APPROACH: Climb to 3000 direct FOVOB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.75	125.65 306.95	122.8 (CTAF) L





MIRL Rwy 16-34
REIL Rwys 16 and 34 L



CATEGORY	A	B	C	D
LNAV MDA	1820-1 524 (600-1)		1820-1½ 524 (600-1½)	NA
CIRCLING	1820-1 520 (600-1)		1820-1½ 520 (600-1½)	NA

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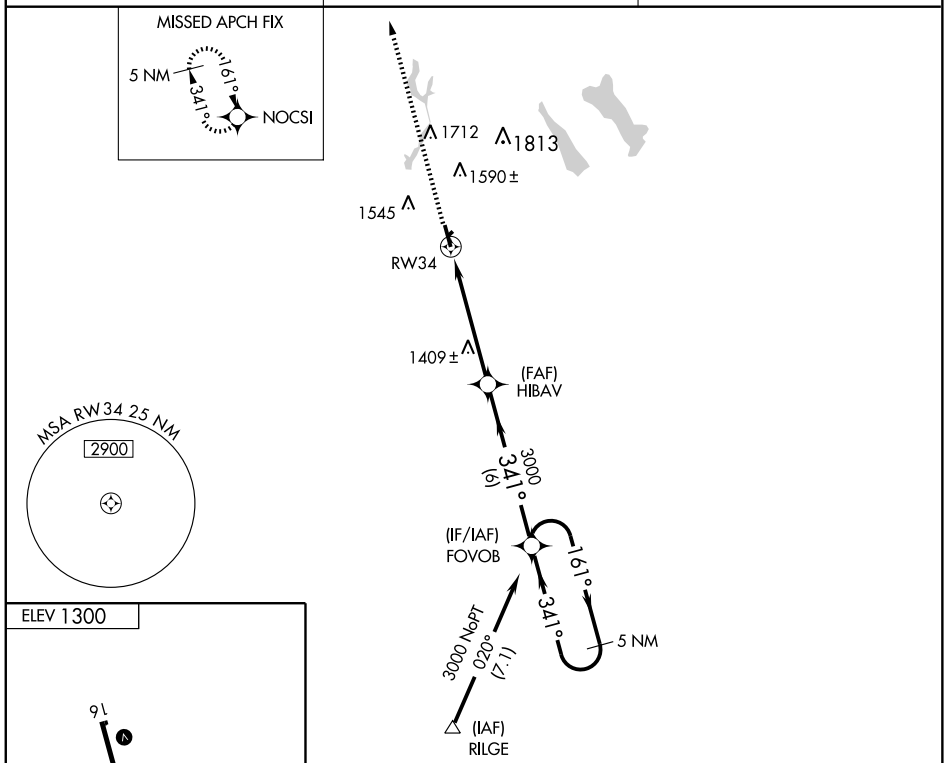
APP CRS	Rwy ldg	4901
341°	TDZE	1296
	Apt Elev	1300

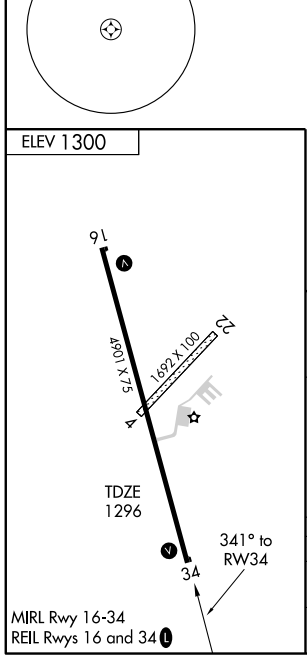
RNAV (GPS) RWY 34
CRESTON MUNI (CSQ)

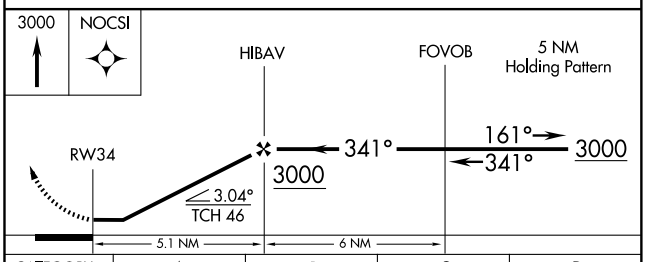
DME/DME RNP-0.3 NA.
Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSI inoperative, circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.75	125.65 306.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 364 (400-1)			NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

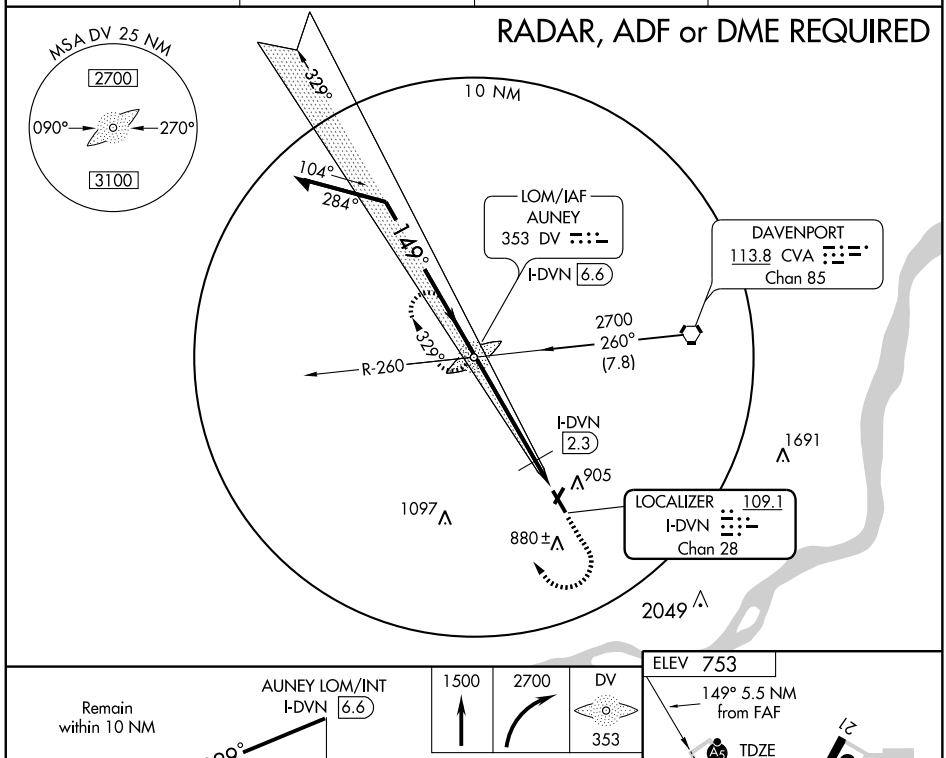
LOC/DME I-DVN	APP CRS	Rwy ldg	5511
109.1	149°	TDZE	751
Chan 28		Apt Elev	753

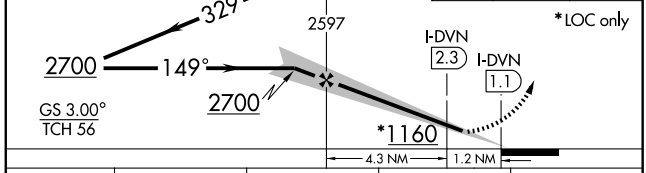
ILS RWY 15
DAVENPORT MUNI (DVN)

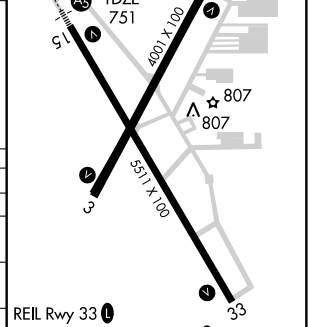
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct AUNEY LOM/Int/I-DVN 6.6 DME and hold.

ASOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF)







REIL Rwy 33

MIRL Rwy 3-21 and 15-33

CATEGORY	A	B	C	D
S-ILS 15	951-½ 200 (200-½)			
S-LOC 15	1160-½ 409 (500-½)		1160-¾ 409 (500-¾)	
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)
DME MINIMUMS				
S-LOC 15	1100-½ 349 (400-½)			1100-¾ 349 (400-¾)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

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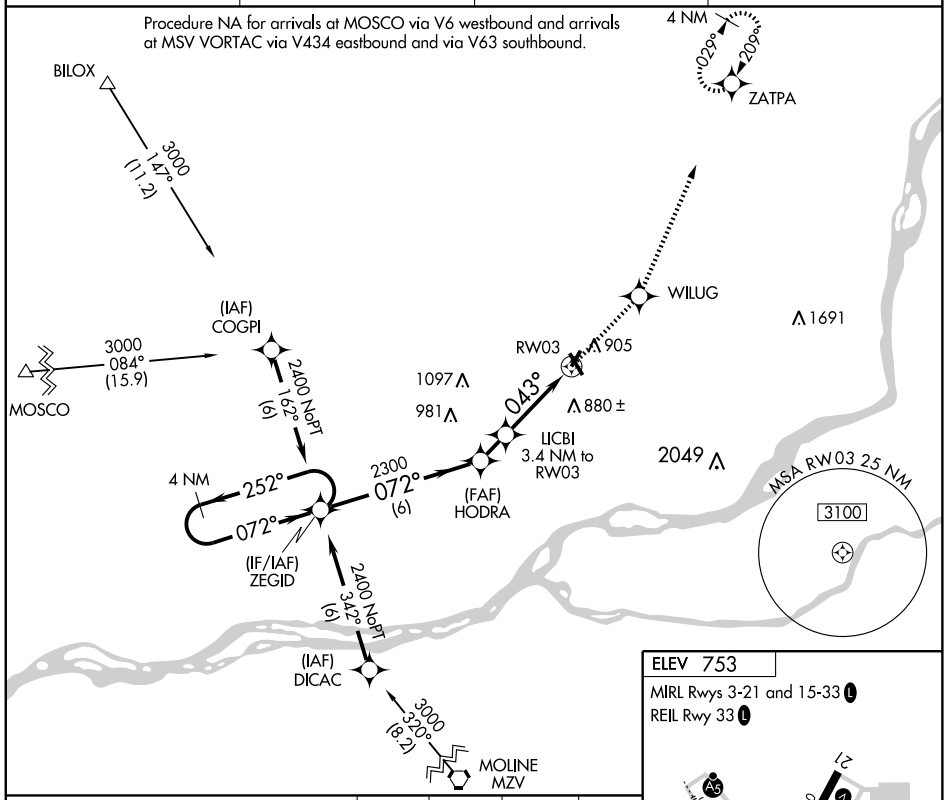
APP CRS	Rwy ldg	4001
043°	TDZE	750
	Apt Elev	753

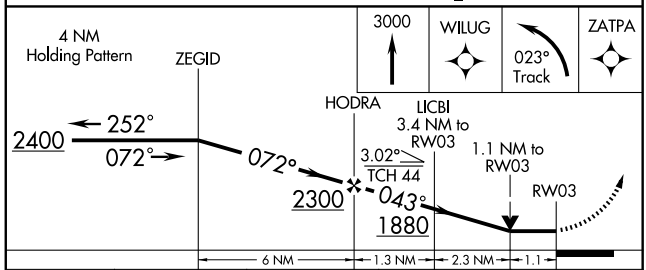
RNAV (GPS) RWY 3
DAVENPORT MUNI (DVN)

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct WILUG and left turn via 023° track to ZATPA and hold.

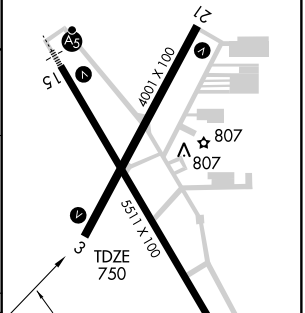
AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1 390 (400-1)			1140-1¼ 390 (400-1¼)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

ELEV 753
MIRL Rwys 3-21 and 15-33 L
REIL Rwy 33 L



WAAS CH 81821 W15A	APP CRS 149°	Rwy ldg 5511 TDZE 751 Apt Elev 753

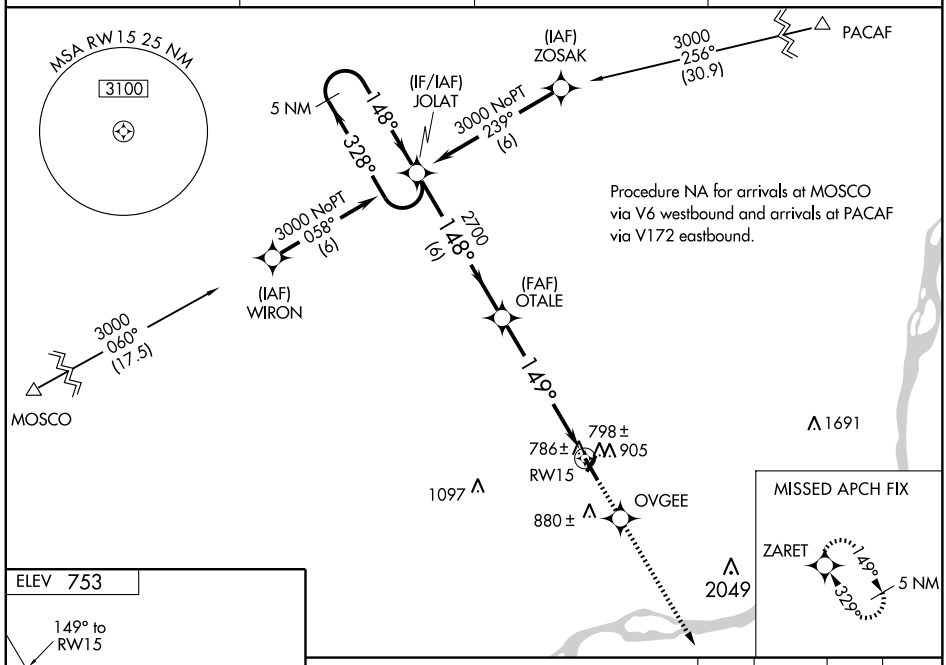
RNAV (GPS) RWY 15
DAVENPORT MUNI (DVN)

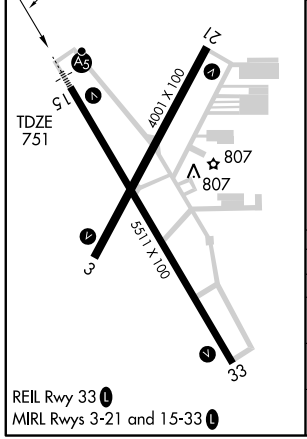
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Quad City Intl altimeter setting.
For inoperative MALSR, increase LPV visibility all Cats. to ¾ .

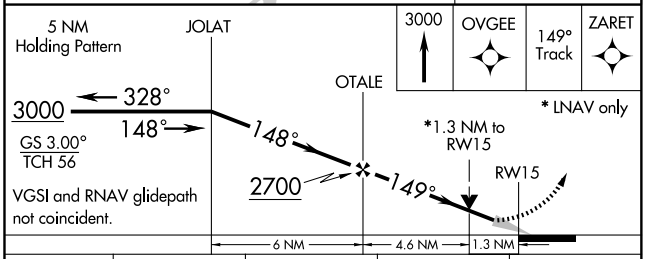
MALSR

MISSED APPROACH: Climb to 3000 direct OVGEE and via 149° track to ZARET and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1001-½ 250 (300-½)			
LNAV/VNAV DA	1111-¾ 360 (400-¾)			
LNAV MDA	1200-½ 449 (500-½)		1200-¾ 449 (500-¾)	1200-1 449 (500-1)
CIRCLING	1220-1¼ 467 (500-1¼)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4001
209°	TDZE	750
	Apt Elev	753

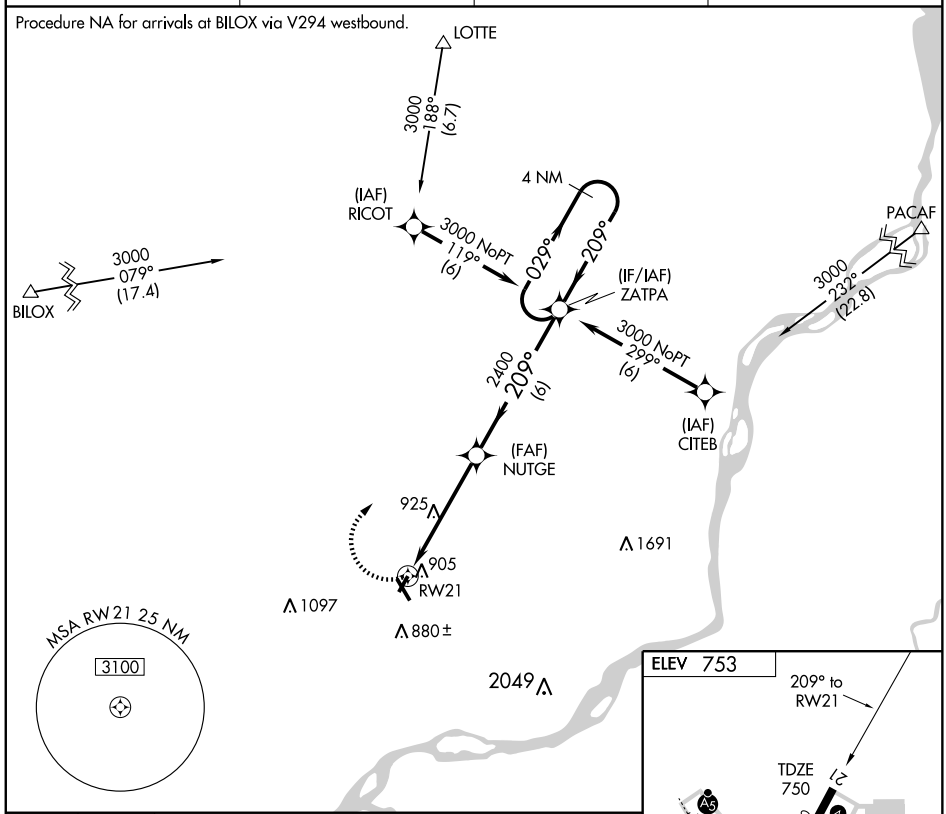
RNAV (GPS) RWY 21
DAVENPORT MUNI (DVN)

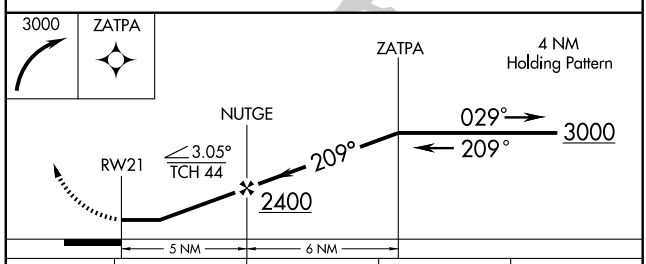
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

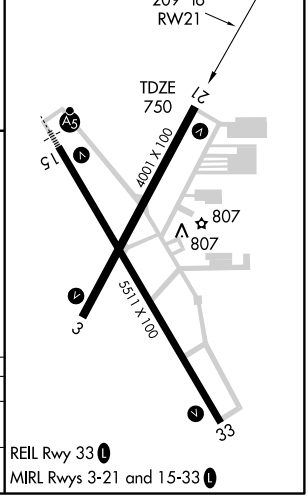
MISSED APPROACH: Climbing right turn to 3000 direct ZATPA and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L

Procedure NA for arrivals at BILOX via V294 westbound.







CATEGORY	A	B	C	D
LNAV MDA	1180-1 430 (500-1)		1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

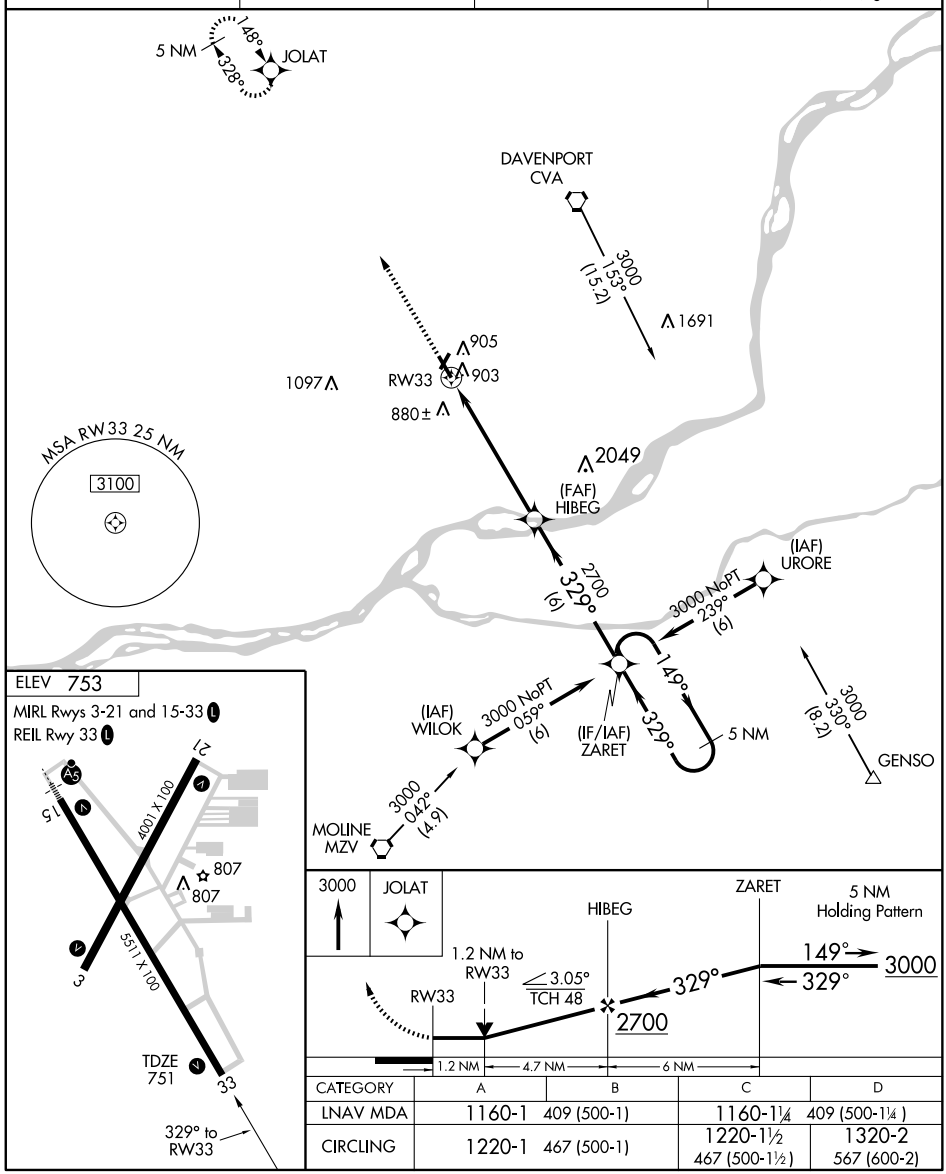
APP CRS	Rwy ldg	5511
329°	TDZE	751
	Apt Elev	753

RNAV (GPS) RWY 33
DAVENPORT MUNI (DVN)

Circling NA at night. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOLAT and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1160-1 409 (500-1)		1160-1¼ 409 (500-1¼)	
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

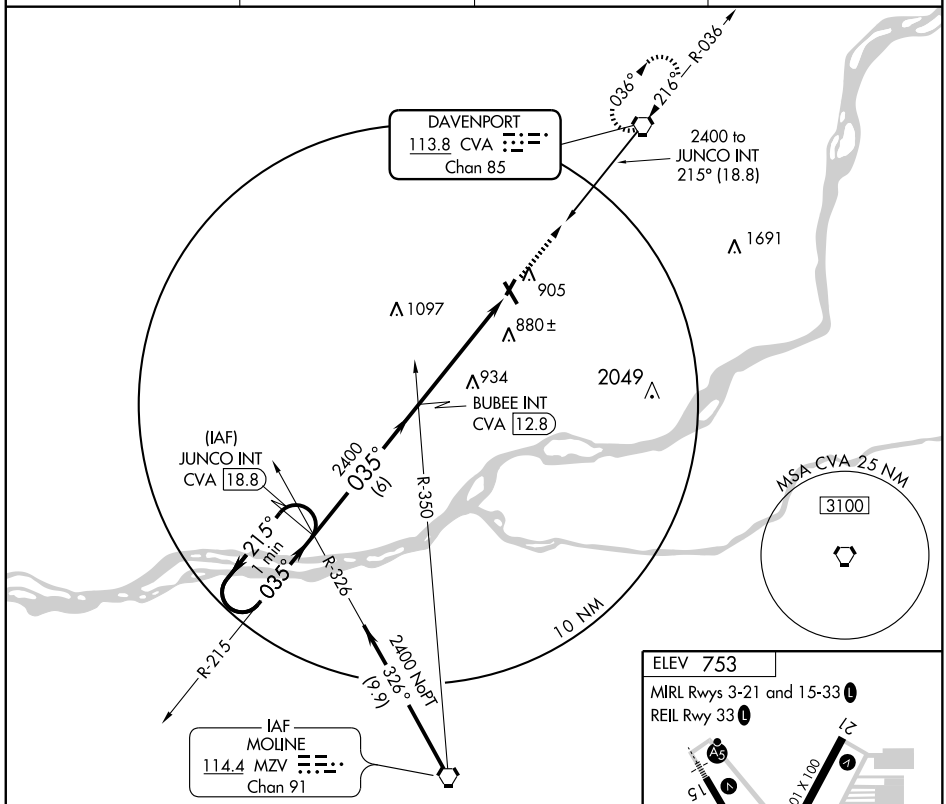
VORTAC CVA	APP CRS	Rwy ldg	4001
113.8	035°	TDZE	750
Chan 85		Apt Elev	753

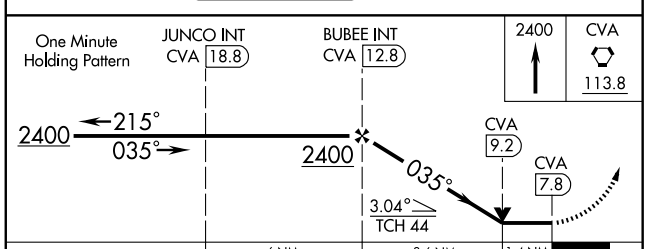
VOR RWY 3
DAVENPORT MUNI (DVN)

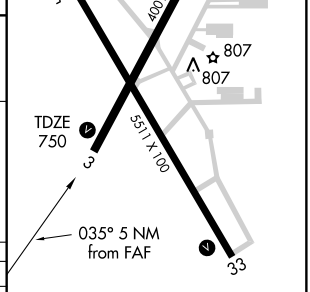
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	1240-1 490 (500-1)		1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)
CIRCLING	1240-1 487 (500-1)		1240-1½ 487 (500-1½)	1320-2 567 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 14 JAN 2010 to 11 FEB 2010

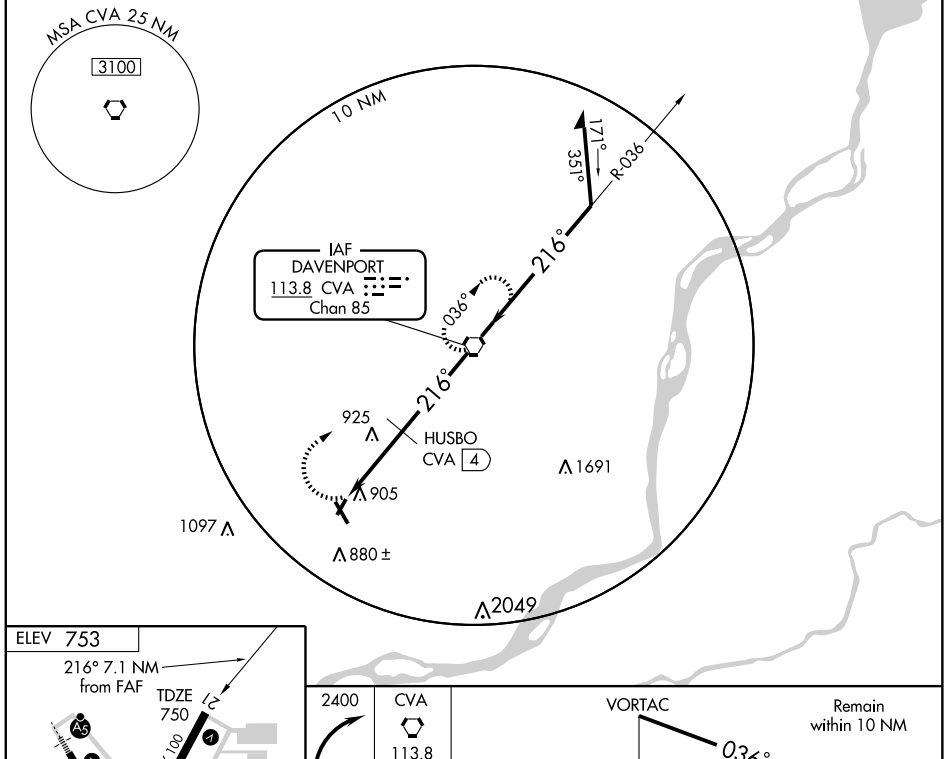
VORTAC CVA	APP CRS	Rwy ldg	4001
113.8	216°	TDZE	750
Chan 85		Apt Elev	753

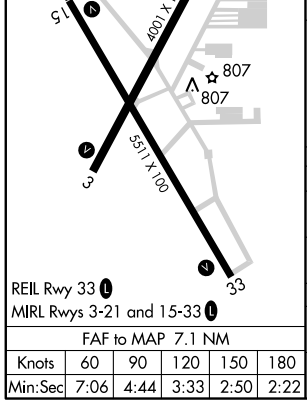
VOR RWY 21
DAVENPORT MUNI (DVN)

If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

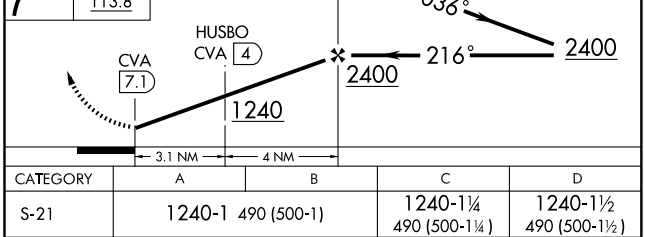
MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-21	1240-1 490 (500-1)		1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)
CIRCLING	1240-1 487 (500-1)		1240-1½ 487 (500-1½)	1320-2 567 (600-2)
HUSBO FIX MINIMUMS				
S-21	1180-1 430 (500-1)		1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3. 14 JAN 2010 to 11 FEB 2010

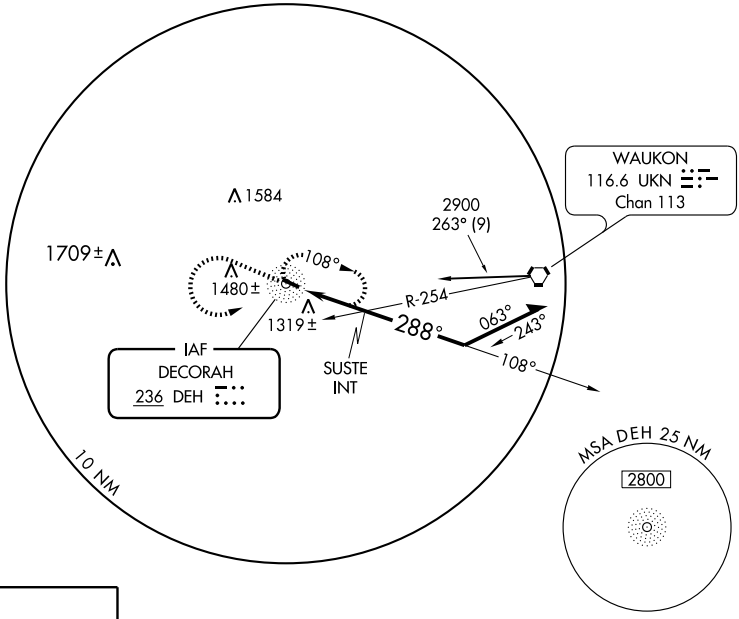
NDB DEH 236	APP CRS 288°	Rwy ldg 4001 TDZE 1158 Apt Elev 1158

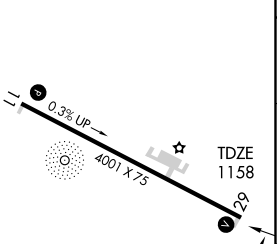
NDB RWY 29
DECORAH MUNI (DEH)

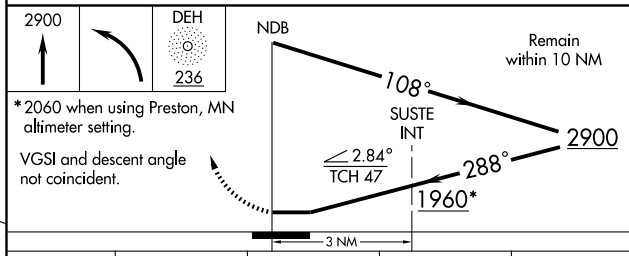
When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet and Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 2900 then left turn direct DEH NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.925	118.85	122.8 (CTAF) L







*2060 when using Preston, MN altimeter setting.

VGSI and descent angle not coincident.

CATEGORY	A	B	C	D
S-29	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
CIRCLING	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
SUSTE FIX MINIMUMS				
S-29	1780-1 622 (700-1)		NA	
CIRCLING	1780-1 622 (700-1)		NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4001
294°	TDZE	1158
	Apt Elev	1158

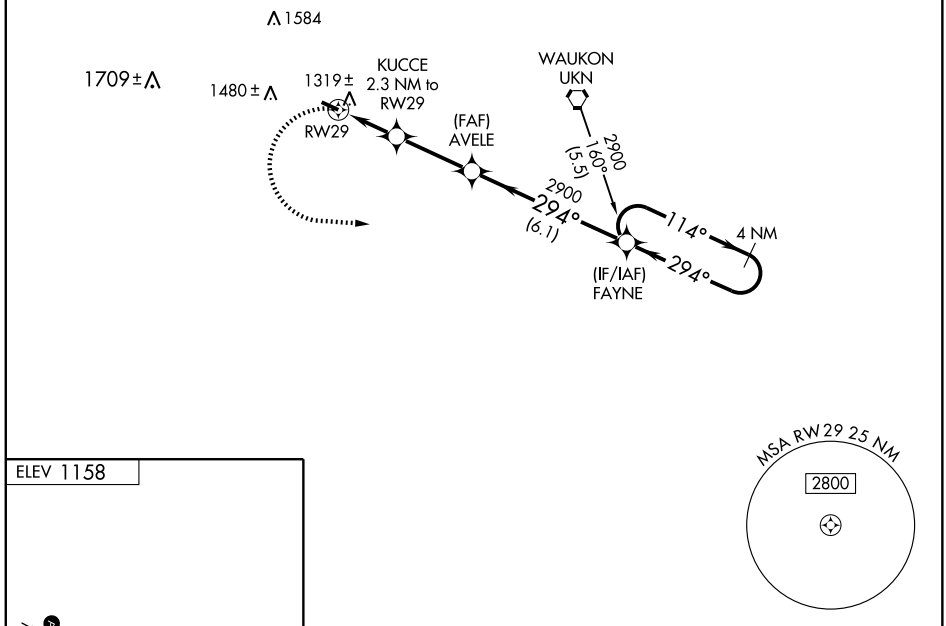
RNAV (GPS) RWY 29
DECORAH MUNI (DEH)

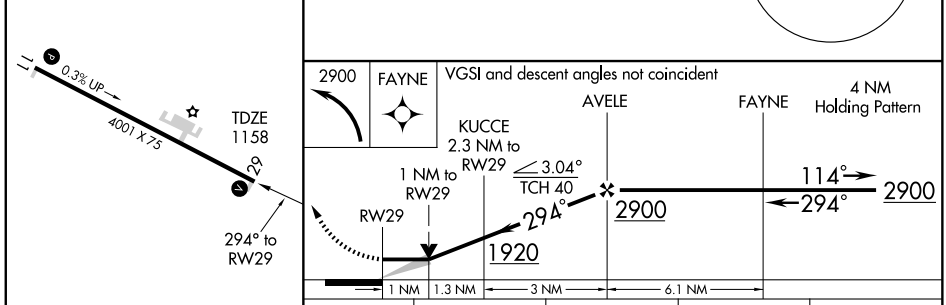
DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet.
VDP NA when using Preston, MN altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.925	118.85	122.8 (CTAF) L

Procedure NA for arrivals on UKN VORTAC radials 116 CW 216.





CATEGORY	A	B	C	D
LNAV MDA	1580-1 422 (500-1)		NA	
CIRCLING	1620-1 462 (500-1)		NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

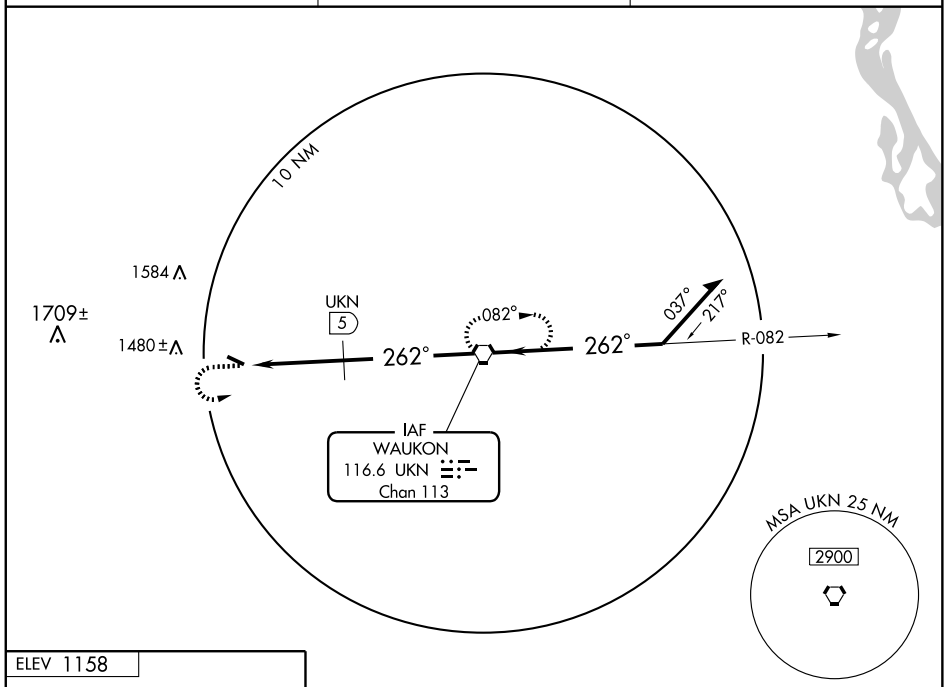
NC-3, 14 JAN 2010 to 11 FEB 2010

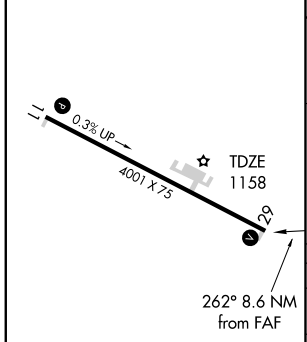
VORTAC UKN 116.6 Chan 113	APP CRS 262°	Rwy ldg 4001 TDZE 1158 Apt Elev 1158

VOR RWY 29
DECORAH MUNI (DEH)

MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

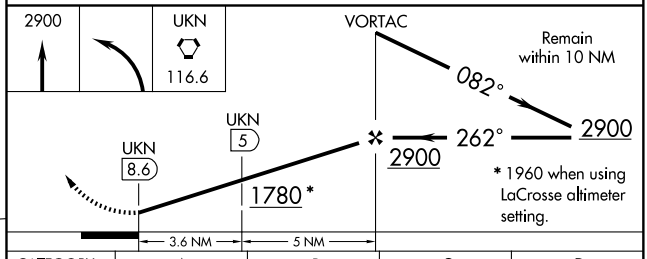
AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.925	118.85	122.8 (CTAF) L





REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



CATEGORY	A	B	C	D
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	
DME MINIMUMS				
S-29	1580-1	422 (500-1)	NA	
CIRCLING	1620-1	462 (500-1)	NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB DNS	APP CRS	Rwy ldg	5000
350	295°	TDZE	1266
		Apt Elev	1274

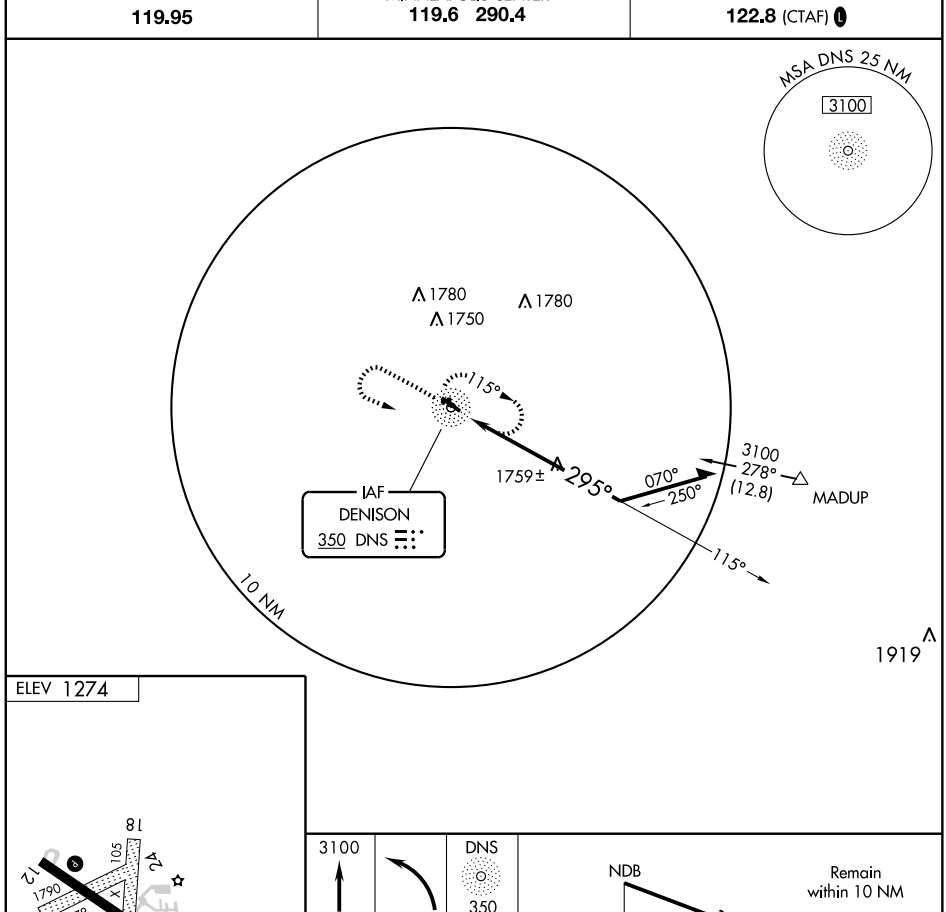
NDB RWY 30
DENISON MUNI (DNS)

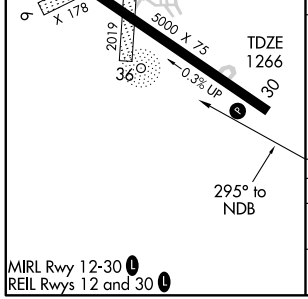
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Carroll altimeter setting and increase all MDA 80 feet and S-30/Circling Cat A and C visibility ¼ mile.

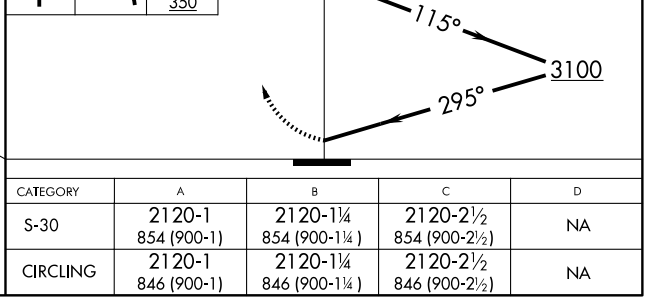
NA

MISSED APPROACH: Climb to 3100 then left turn direct DNS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.95	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	2120-1 854 (900-1)	2120-1¼ 854 (900-1¼)	2120-2½ 854 (900-2½)	NA
CIRCLING	2120-1 846 (900-1)	2120-1¼ 846 (900-1¼)	2120-2½ 846 (900-2½)	NA

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

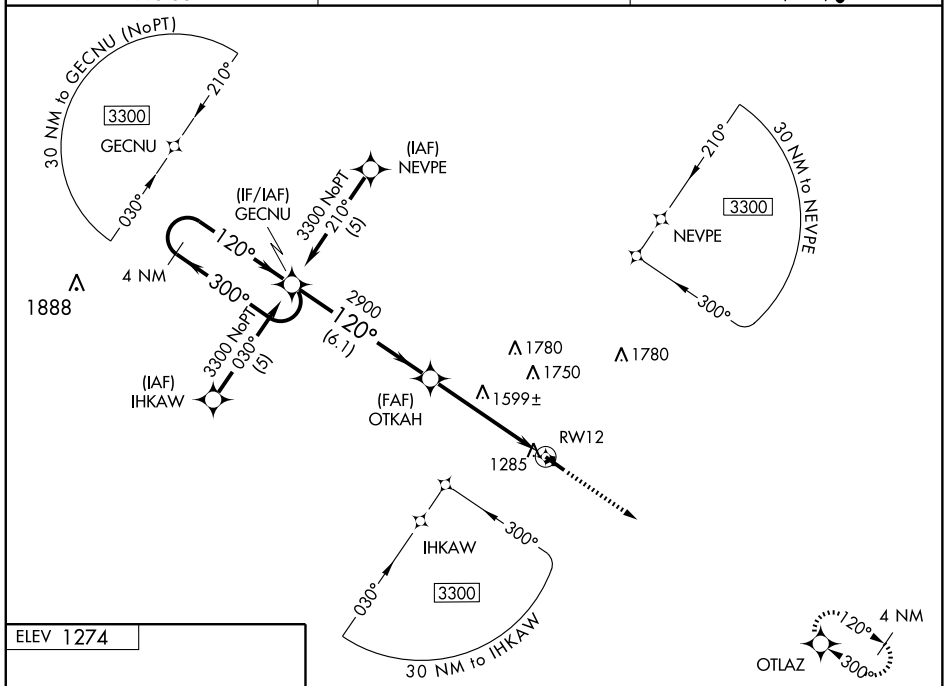
WAAS Ch 90409 W12A	APP CRS 120°	Rwy ldg 5000 TDZE 1274 Apt Elev 1274

RNAV (GPS) RWY 12
DENISON MUNI (DNS)

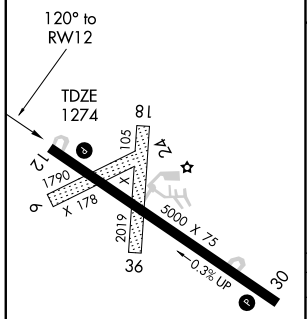
DME/DME RNP- 0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
NA BARO-VNAV and VDP NA when using Carroll altimeter setting.
When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV ¼ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3900 direct OTLAZ and hold.

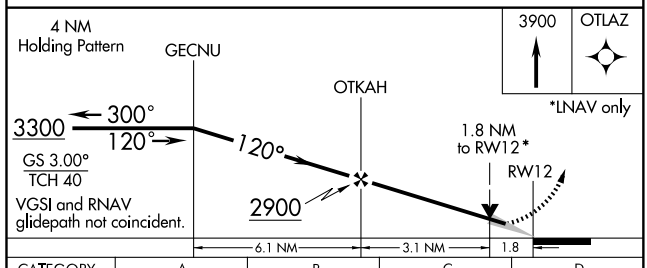
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.95	119.6 290.4	122.8 (CTAF) L



ELEV 1274



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
LPV DA	1524-1 250 (300-1)			NA
LNAV/VNAV DA	1554-1 280 (300-1)			NA
LNAV MDA	1860-1 586 (600-1)		1860-1½ 586 (600-1½)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS Ch 45908 W30A	APP CRS 300°	Rwy ldg 5000 TDZE 1266 Apt Elev 1274

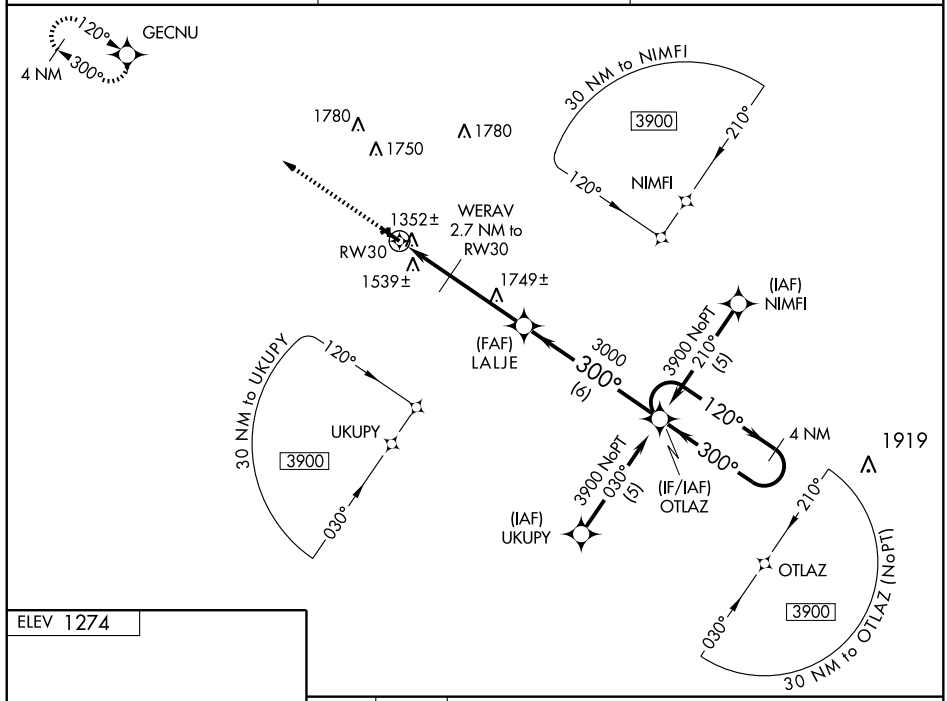
RNAV (GPS) RWY 30
DENISON MUNI (DNS)

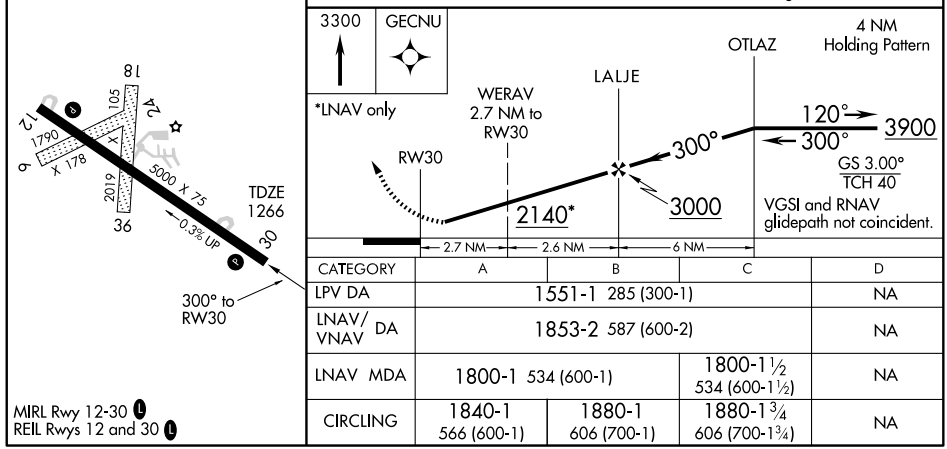
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile. BARO-VNAV NA when using Carroll altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

NA

MISSED APPROACH: Climb to 3300 direct GECNU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.95	119.6 290.4	122.8 (CTAF) L





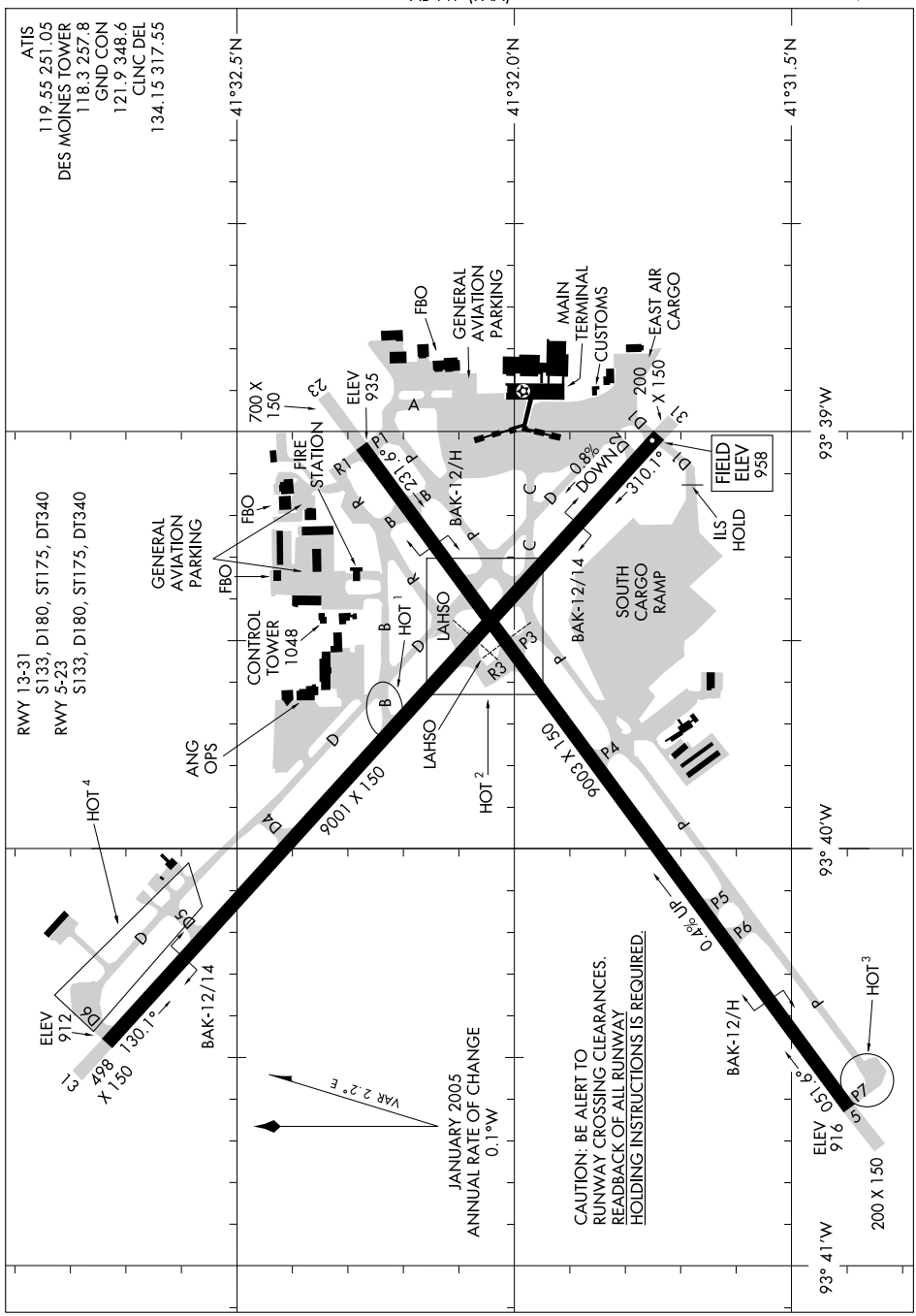
CATEGORY	A	B	C	D
LPV DA	1551-1 285 (300-1)			NA
LNAV/VNAV DA	1853-2 587 (600-2)			NA
LNAV MDA	1800-1 534 (600-1)		1800-1½ 534 (600-1½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

AIRPORT DIAGRAM

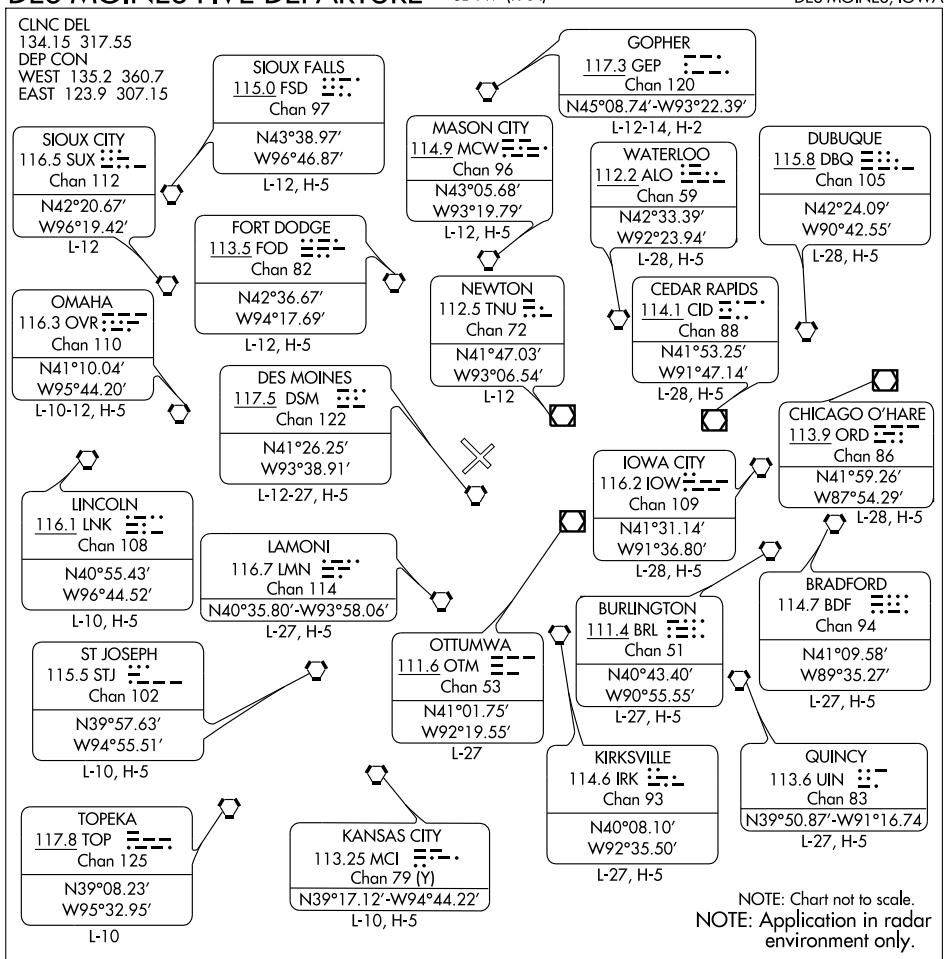
AL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA



DES MOINES FIVE DEPARTURE

SL-117 (FAA)



DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000′ or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

NC-3, 14 JAN 2010 to 11 FEB 2010

HI-ILS RWY 31

LOC I-DSM 110.3 Chan 40	APCH CRS 309°	Rwy ldg 9001 TDZE 957 Arpt Elev 957

JAL-117 [USAF]

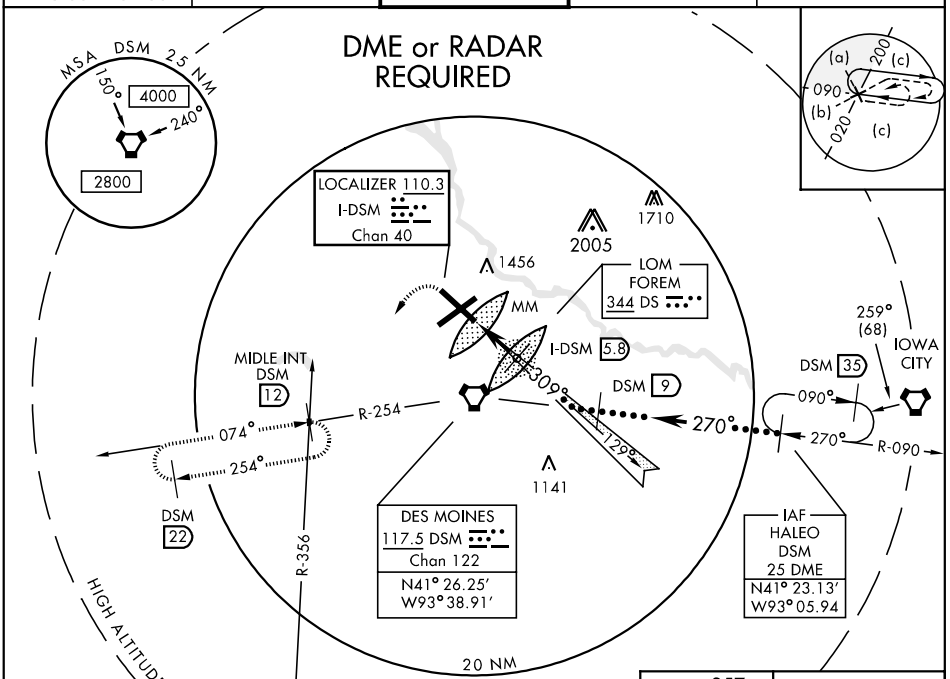
DES MOINES INTL (KDSM)

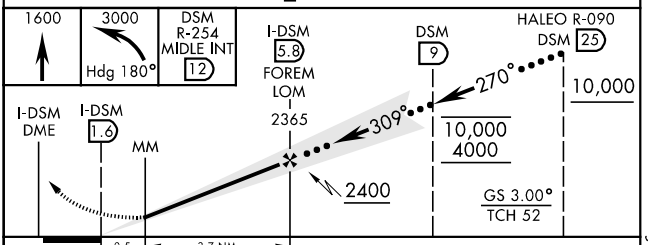
NOTE: Use I-DSM DME while on the LOC course.
* When ALS inop, increase S-ILS CAT E RVR to 40 and vis to ¾ miles, S-LOC CAT E vis to 1¼ miles.

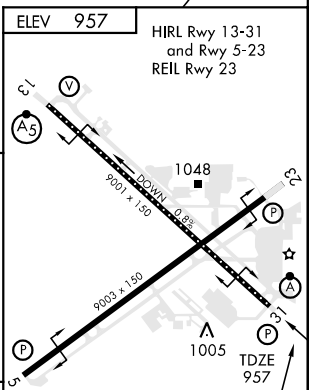
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE INT/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	C	D	E
S-ILS 31 *	1157/18 200 (200-½)		1157/24 200 (200-½)
S-LOC 31 *	1320/40 363 (400-¾)		
CIRCLING	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

ILS or LOC RWY 5
DES MOINES INTL (DSM)

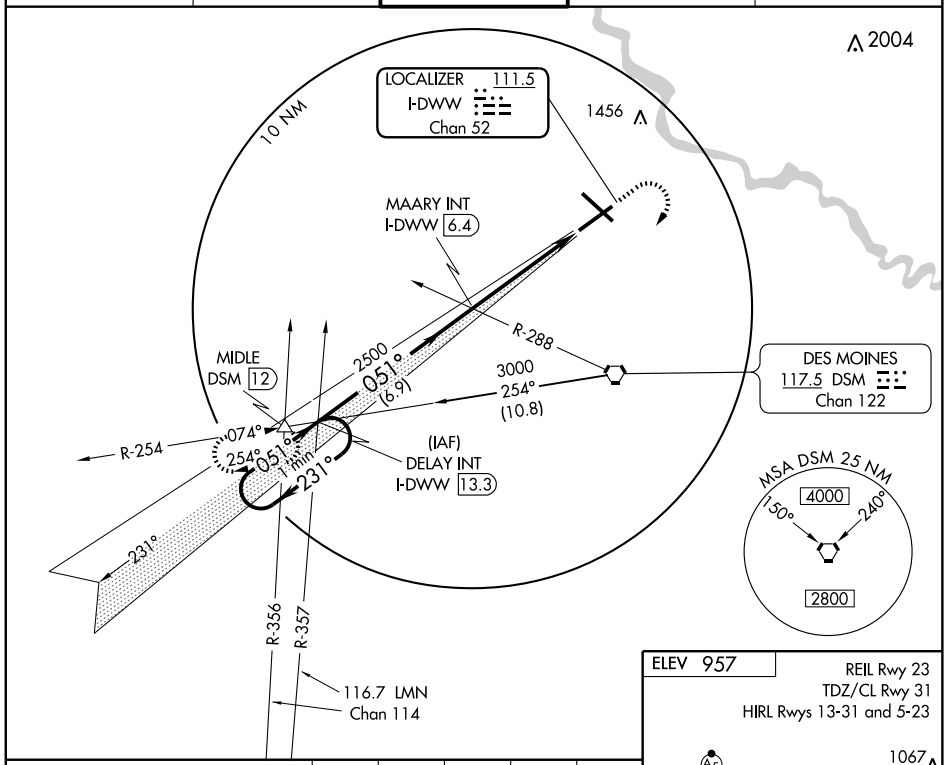
LOC/DME I-DWW	APP CRS	Rwy ldg	9003
111.5	051°	TDZE	931
Chan 52		Apt Elev	957

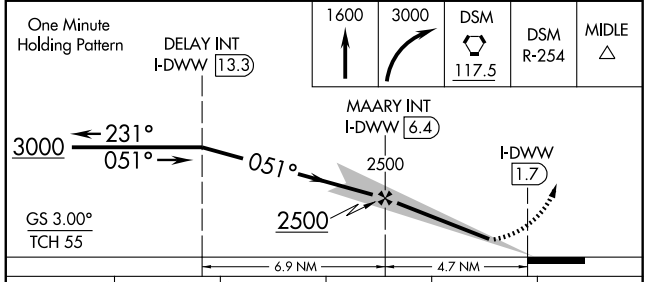
* VIS CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

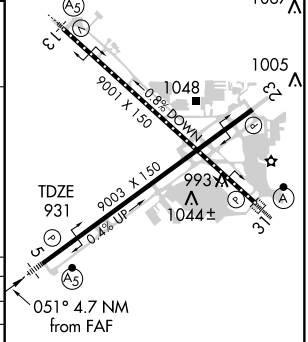
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D	E
S-ILS 5	* 1131/24 200 (200-½)				
S-LOC 5	1360/24 429 (500-½)		1360/40 429 (500-¾)	1360/50 429 (500-1)	
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-VGU	APP CRS	Rwy ldg	9001
111.9	129°	TDZE	921
		Apt Elev	957

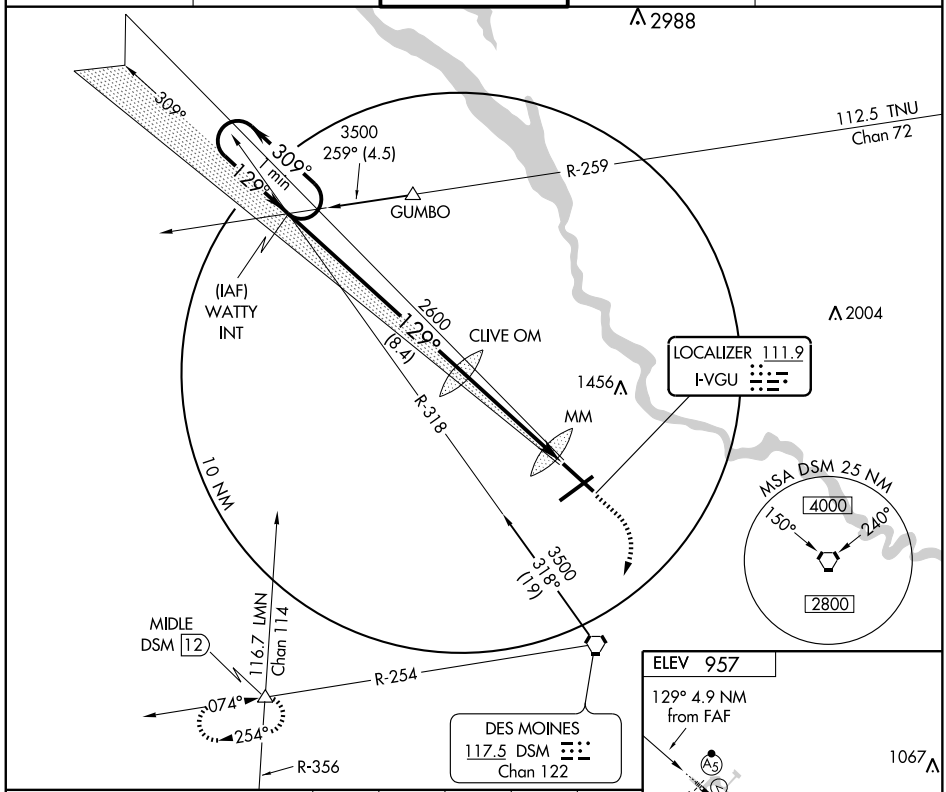
ILS or LOC RWY 13
DES MOINES INTL (DSM)

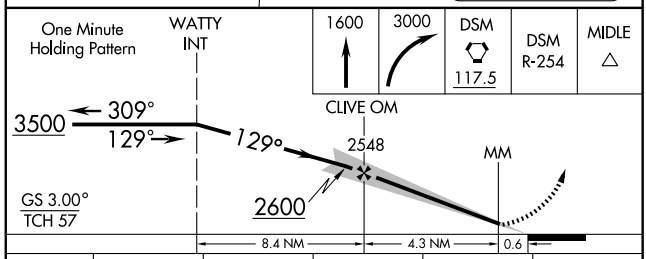
For inoperative MALSR increase Cat. E visibility to RVR 4000.

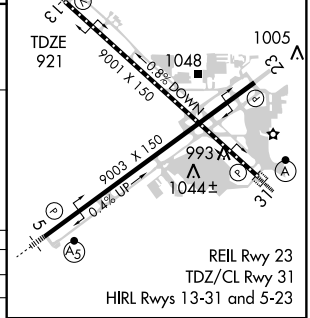
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D	E
S-ILS 13	1121/24 200 (200-½)				
S-LOC 13	1380/24 459 (500-½)		1380/40 459 (500-1¾)	1380/50 459 (500-1)	
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DSM 110.3 Chan 40	APP CRS 309°	Rwy ldg 9001 TDZE 957 Apt Elev 957

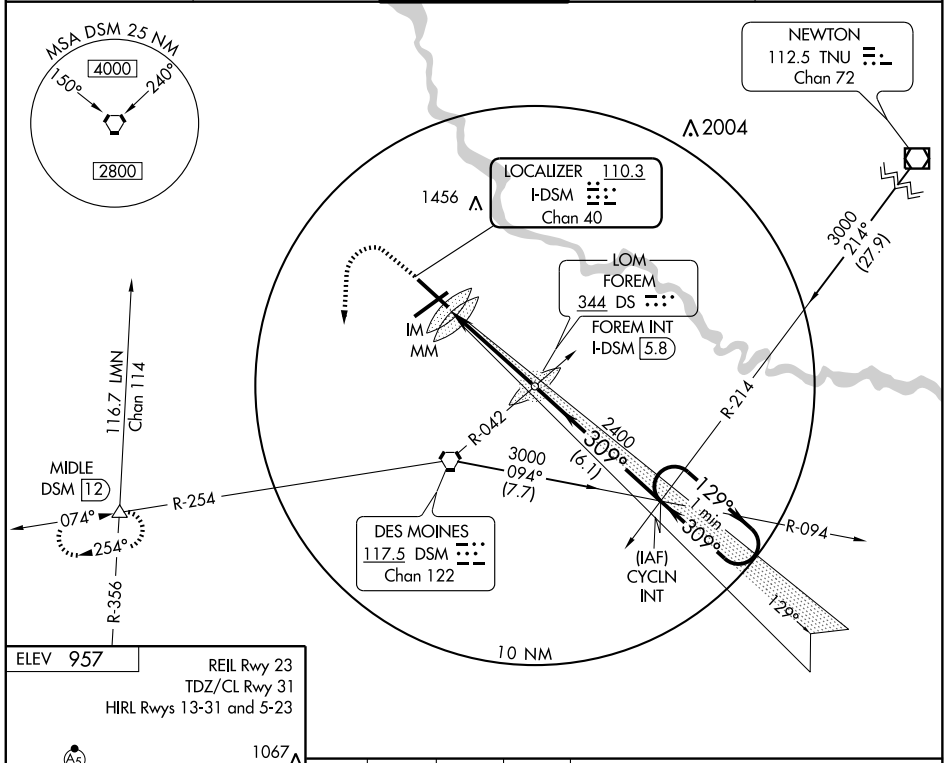
ILS or LOC RWY 31
DES MOINES INTL (DSM)

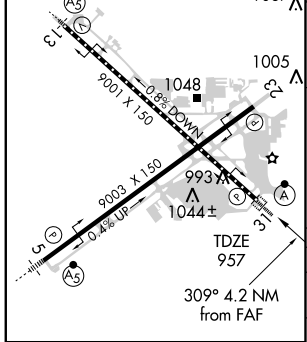
For inoperative ALSF increase Cat. E visibility to RVR 4000.

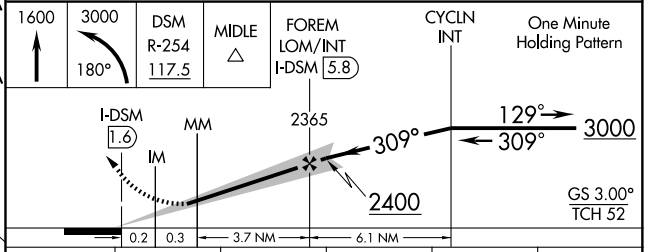
ALSF-2

MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D	E
S-ILS 31	1157/18 200 (200-½)				1157/24 200 (200-½)
S-LOC 31	1320/24 363 (400-½)			1320/40 363 (400-¾)	
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

LOC/DME I-DSM	APP CRS	Rwy ldg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

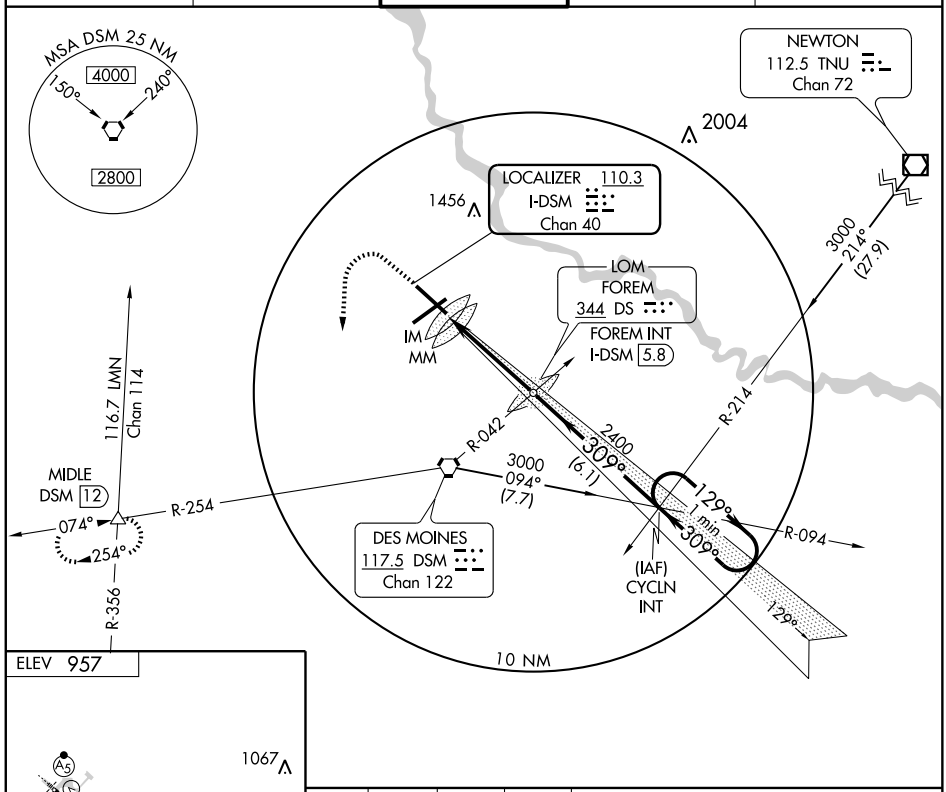
ILS RWY 31 (CAT II)

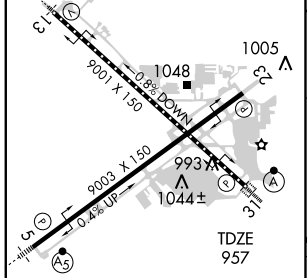
DES MOINES INTL (DSM)

ALSF-2

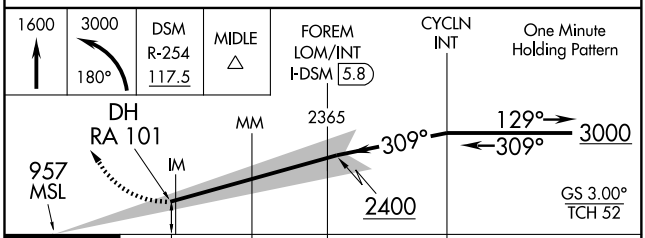
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55





REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23



CATEGORY	A	B	C	D
S-ILS 31	RA 101/12 100 DA 1057			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

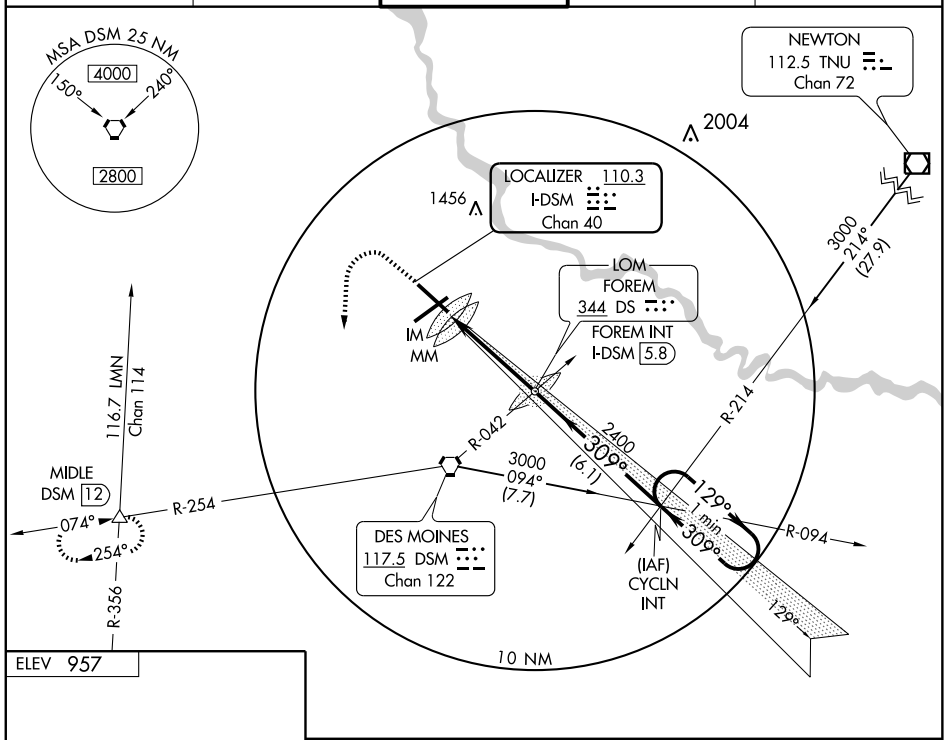
LOC/DME I-DSM	APP CRS	Rwy ldg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

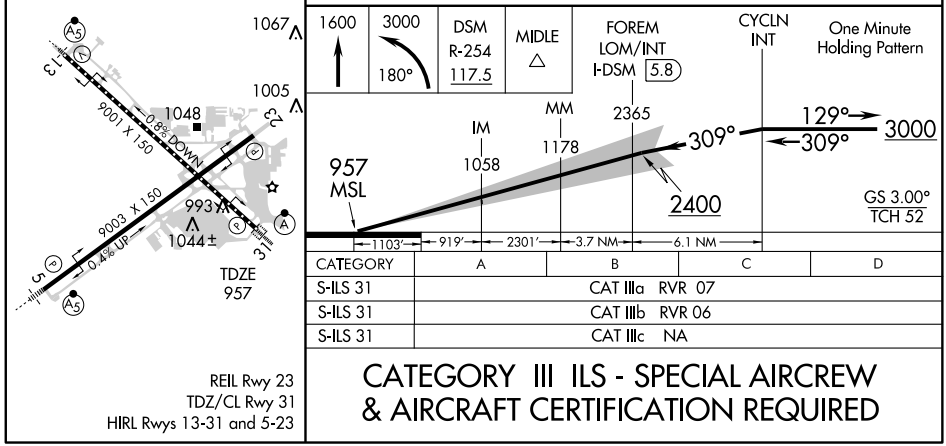
ILS RWY 31 (CAT III)
DES MOINES INTL (DSM)

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55





CATEGORY	A	B	C	D
S-ILS 31	CAT IIIa RVR 07			
S-ILS 31	CAT IIIb RVR 06			
S-ILS 31	CAT IIIc NA			

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WAAS CH 69202 W05A	APP CRS 051°	Rwy ldg 9003 TDZE 931 Apt Elev 958

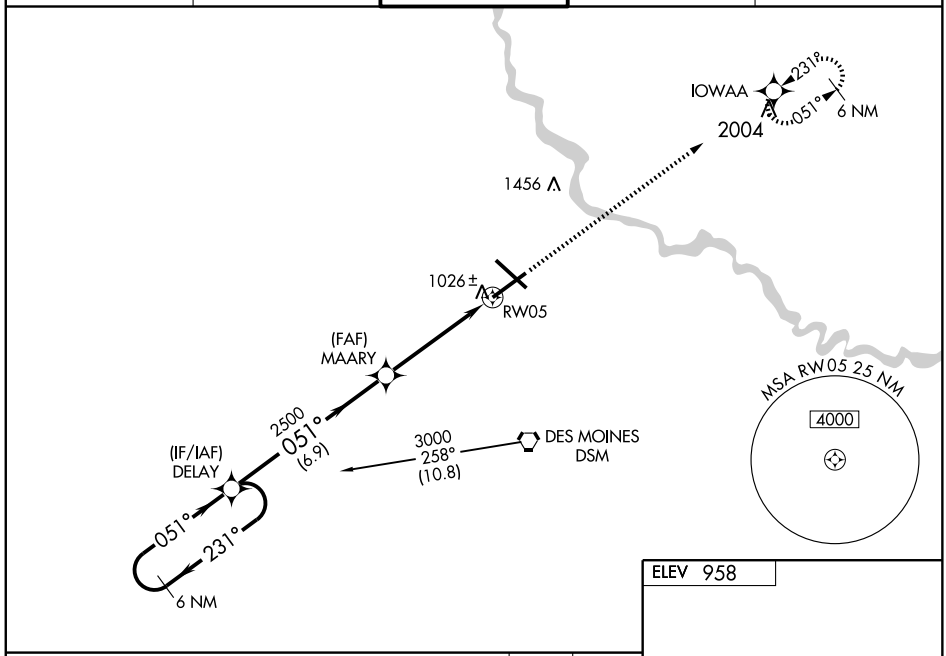
RNAV (GPS) RWY 5
DES MOINES INTL (DSM)

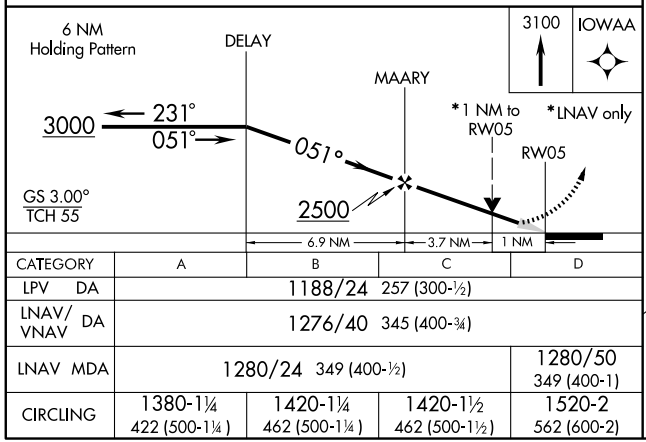
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).
If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR

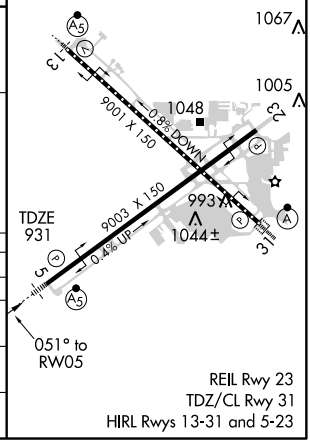
MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55





CATEGORY	A	B	C	D
LPV DA	1188/24 257 (300-½)			
LNAV/VNAV DA	1276/40 345 (400-¾)			
LNAV MDA	1280/24 349 (400-½)			1280/50 349 (400-1)
CIRCLING	1380-1¼ 422 (500-1¼)	1420-1¼ 462 (500-1¼)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)



WAAS CH 72602 W13A	APP CRS 129°	Rwy ldg 9001 TDZE 921 Apt Elev 958

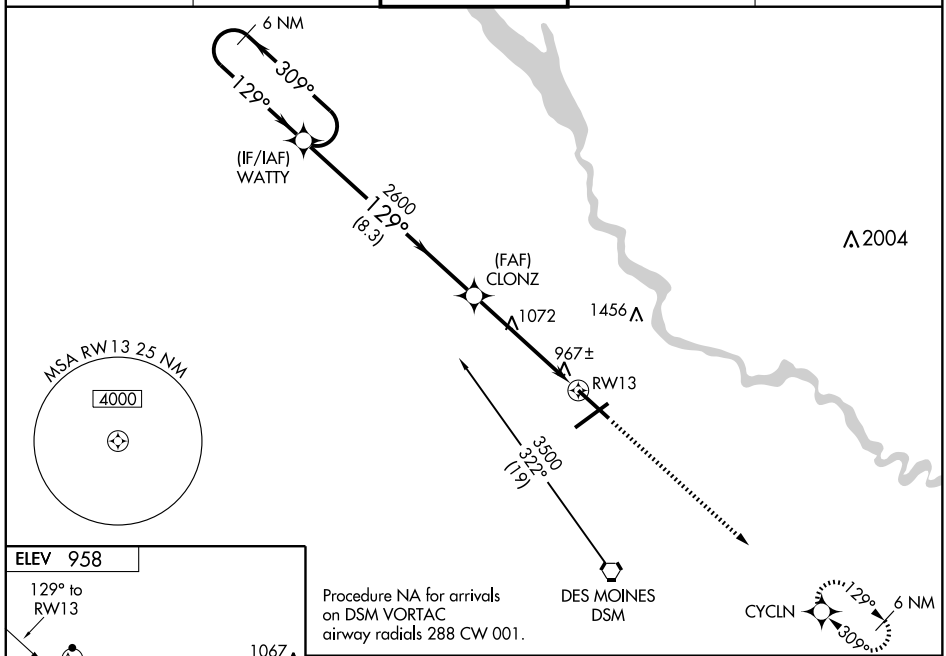
RNAV (GPS) RWY 13
DES MOINES INTL (DSM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet, and increase LNAV/VNAV Cats A, B and C visibility to RVR 4000.
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
For inoperative MALSR, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000.

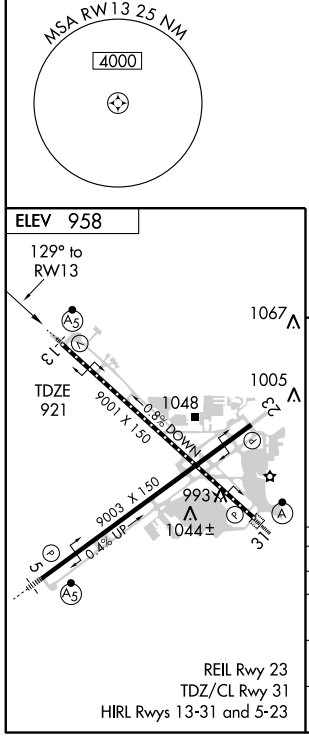
MALSR

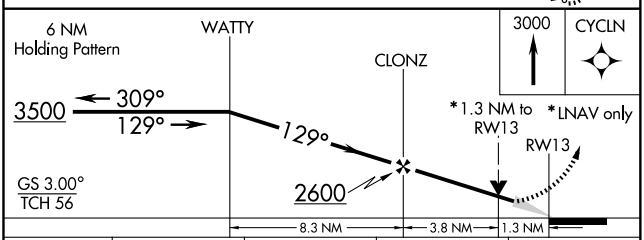
MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



Procedure NA for arrivals on DSM VORTAC airway radials 288 CW 001.





CATEGORY	A	B	C	D
LPV DA	1171/24 250 (300-½)			
LNAV/VNAV DA	1242/24 321 (300-½)			1242/40 321 (300-¾)
LNAV MDA	1380/24 459 (500-½)		1380/40 459 (500-¾)	1380/50 459 (500-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	9003
231°	TDZE	939
	Apt Elev	957

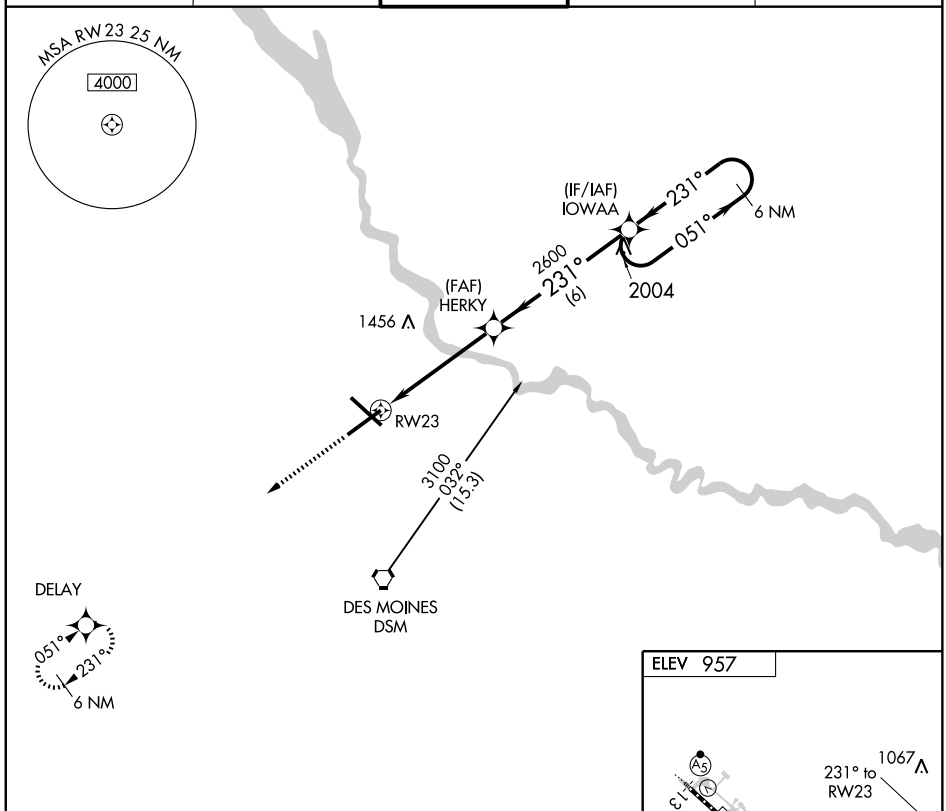
RNAV (GPS) RWY 23
DES MOINES INTL (DSM)

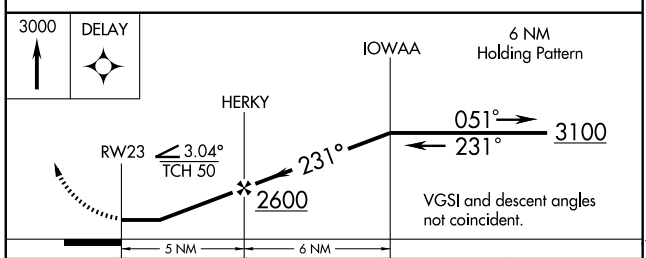
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. When VGSI inoperative procedure NA at night.

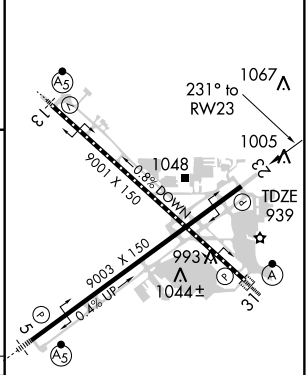
NA

MISSED APPROACH: Climb to 3000 direct DELAY WP and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

CATEGORY	A	B	C	D
LNAV MDA	1540-1 601 (600-1)		1540-1¾ 601 (600-1¾)	1540-2 601 (600-2)
CIRCLING	1540-1 583 (600-1)		1540-1¾ 583 (600-1¾)	1540-2 583 (600-2)

NC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 78002 W31A	APP CRS 309°	Rwy ldg 9001 TDZE 958 Apt Elev 958

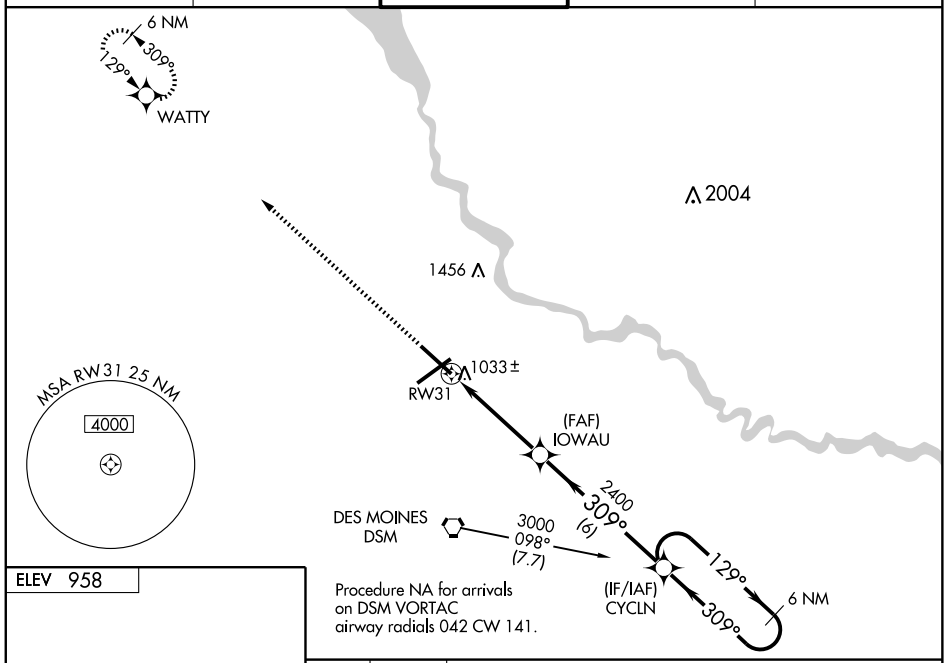
RNAV (GPS) RWY 31
DES MOINES INTL (DSM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet.
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.
For inoperative ALSF, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

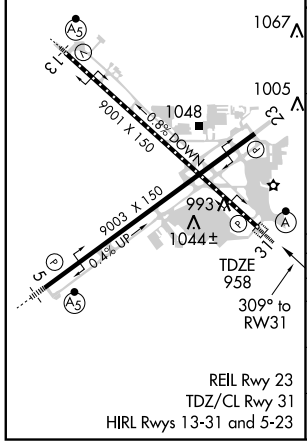
ALSF-2

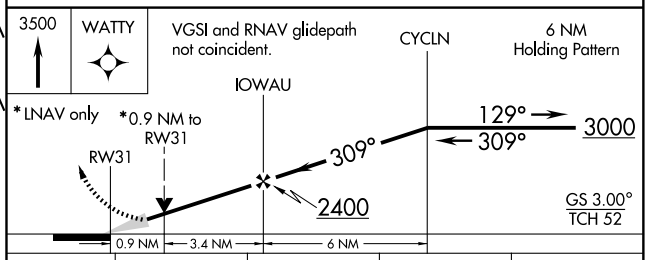
MISSED APPROACH: Climb to 3500 direct WATTY and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



ELEV 958





CATEGORY	A	B	C	D
LPV DA	1208/24 250 (300-½)			
LNAV/VNAV DA	1299/40 341 (400-¾)			
LNAV MDA	1300/24 342 (400-½)			1300/50 342 (400-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

NC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME TNU	APP CRS	Rwy ldg	9003
112.5	236°	TDZE	939
Chan 72		Apt Elev	957

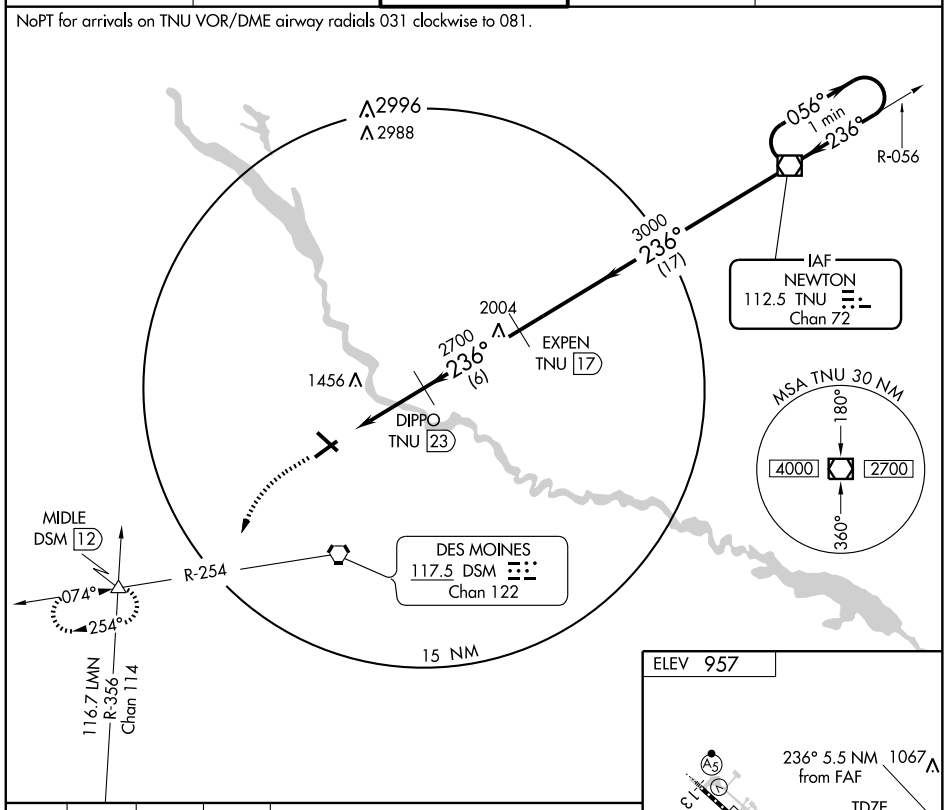
VOR/DME RWY 23
DES MOINES INTL (DSM)

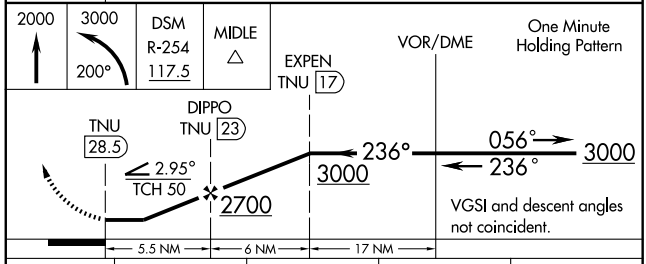
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55

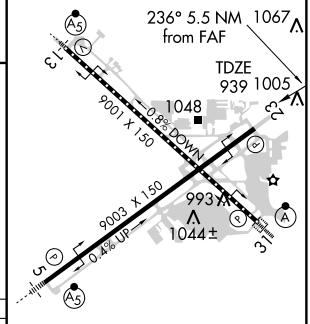
NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081.





CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1¼ 781 (800-1¼)	1720-2¼ 781 (800-2¼)	1720-2½ 781 (800-2½)
CIRCLING	1720-1 763 (800-1)	1720-1¼ 763 (800-1¼)	1720-2¼ 763 (800-2¼)	1720-2½ 763 (800-2½)

ELEV 957

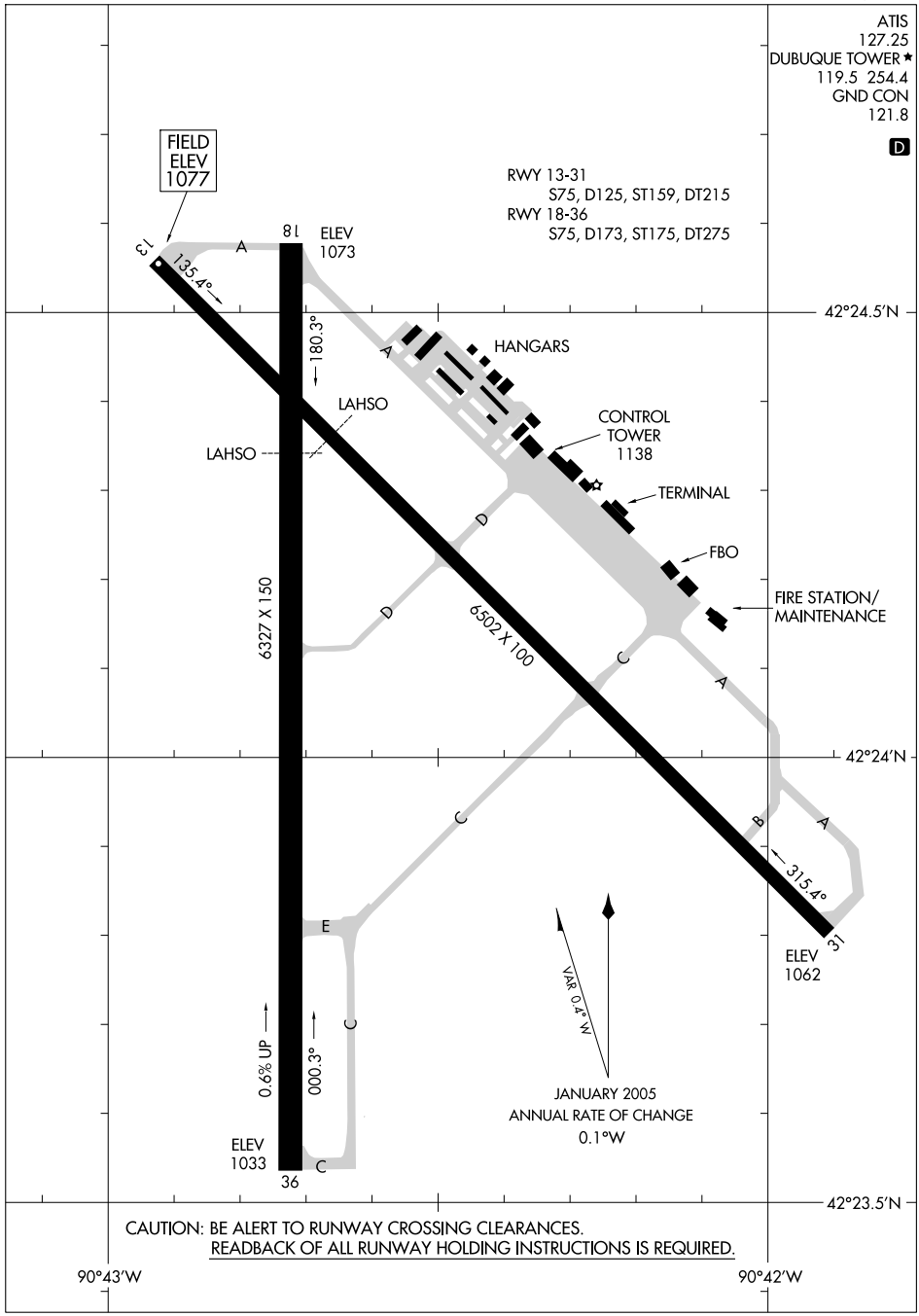


REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

AIRPORT DIAGRAM

AL-923 (FAA)

DUBUQUE RGNL (DBQ)
DUBUQUE, IOWA



ILS or LOC RWY 36
DUBUQUE RGNL (DBQ)

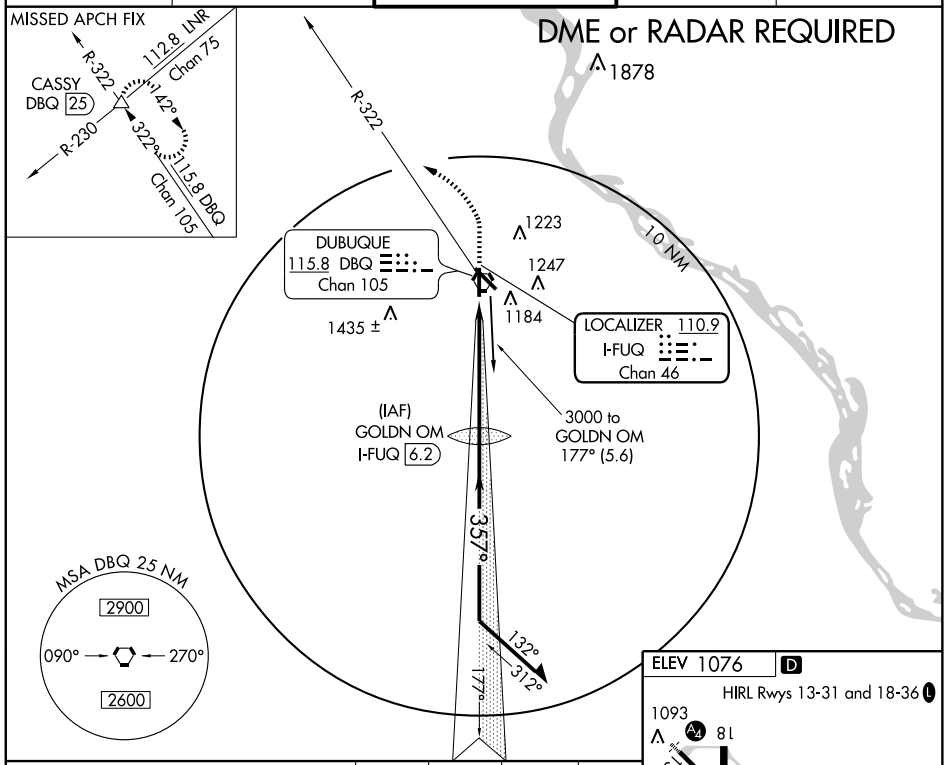
LOC/DME I-FUQ	APP CRS	Rwy ldg	6327
110.9	357°	TDZE	1047
Chan 46		Apt Elev	1076

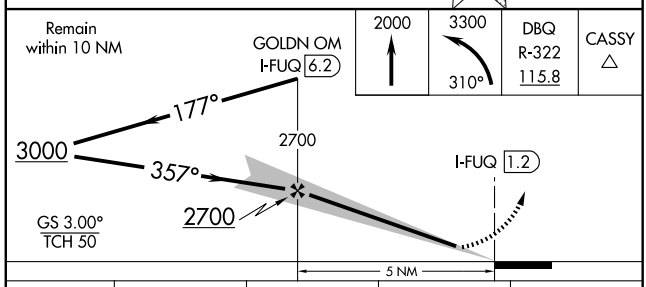
T * RVR 1800 authorized with the use of FP or AP or HUD to DA.

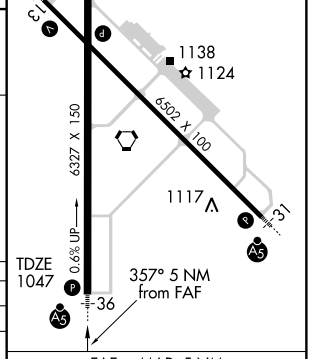
MALSR A5

MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY Int/ DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER *	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 36	*1247/24 200 (200-½)			
S-LOC 36	1460/24 413 (400-½)		1460/40 413 (400-¾)	
CIRCLING	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	1640-2 564 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-DBQ	APP CRS	Rwy ldg	6502
108.7	132°	TDZE	1076
		Apt Elev	1076

LOC/DME BC RWY 13

DUBUQUE RGNL (DBQ)

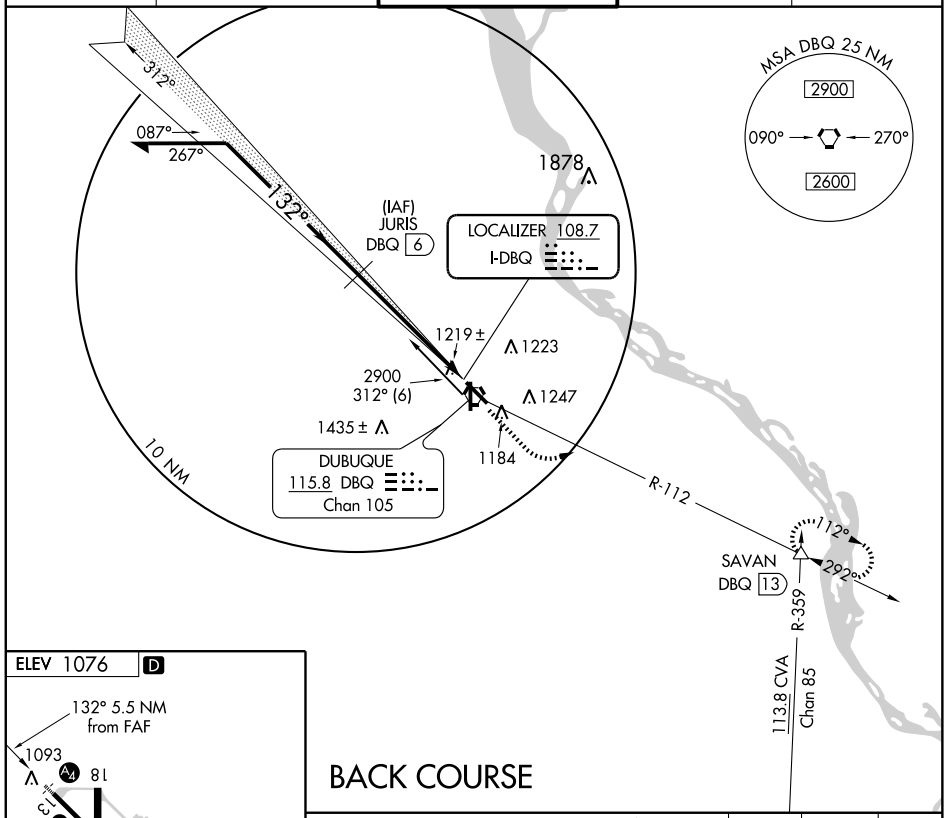
T NA

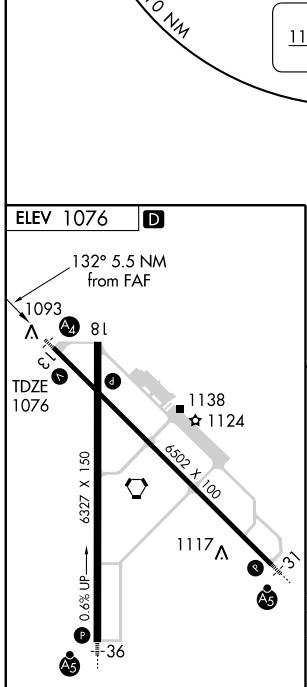
DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required. Inoperative table does not apply to S-13 Cat. C.

MALS

MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN Int/13 DME and hold.

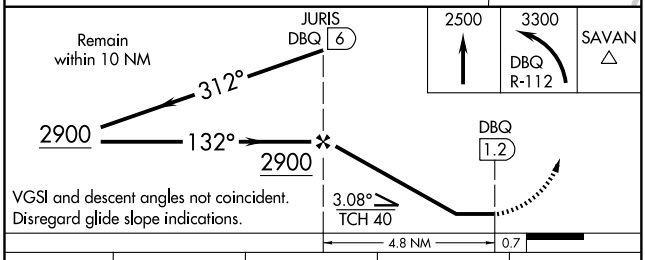
ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





HIRL Rwys 13-31 and 18-36 L

BACK COURSE



CATEGORY	A	B	C	D
S-13	1480-¾ 404 (500-¾)		1480-1¼ 404 (500-1¼)	
CIRCLING	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	1640-2 564 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-DBQ 108.7	APP CRS 312°	Rwy ldg 6302 TDZE 1062 Apt Elev 1076

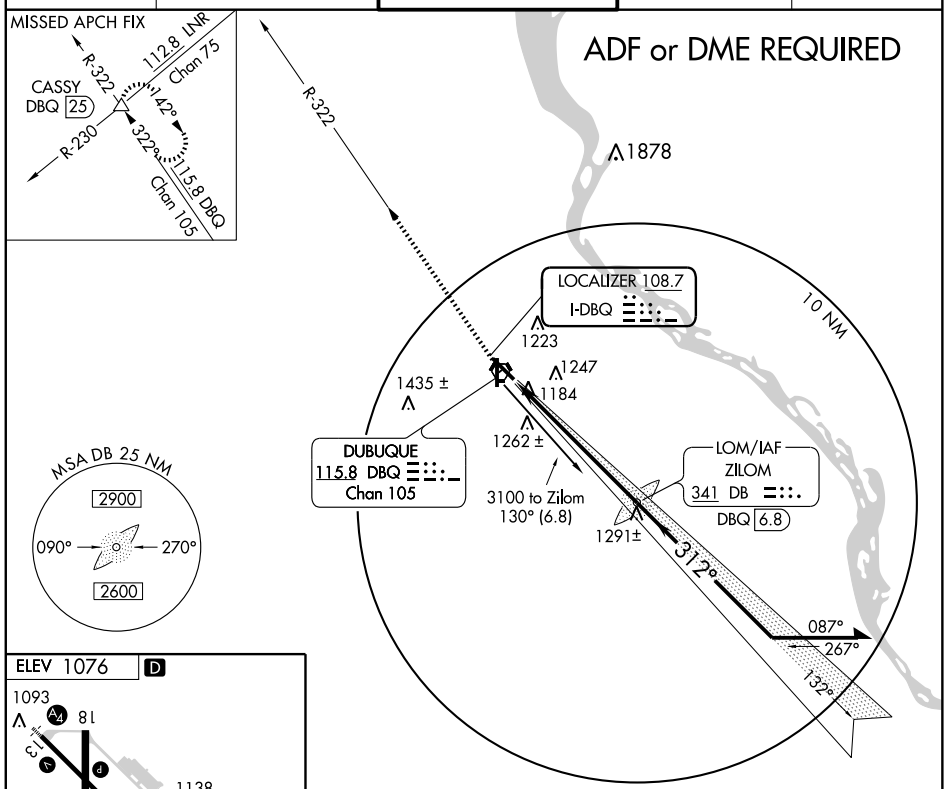
LOC RWY 31
DUBUQUE RGNL (DBQ)

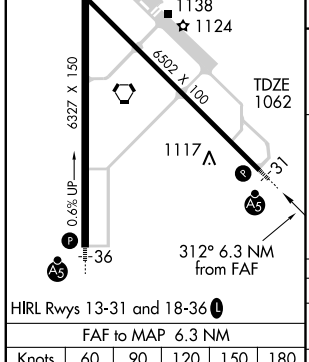
T
A NA

MALSR

MISSED APPROACH: Climb to 3300 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

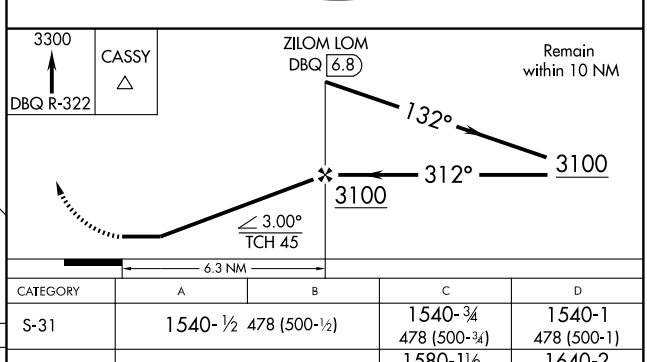
ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





HIRL Rwys 13-31 and 18-36 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-31	1540-½ 478 (500-½)		1540-¾ 478 (500-¾)	1540-1 478 (500-1)
CIRCLING	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	1640-2 564 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS Chan 93700 W13A	APP CRS 132°	Rwy ldg 6502 TDZE 1077 Apt Elev 1077

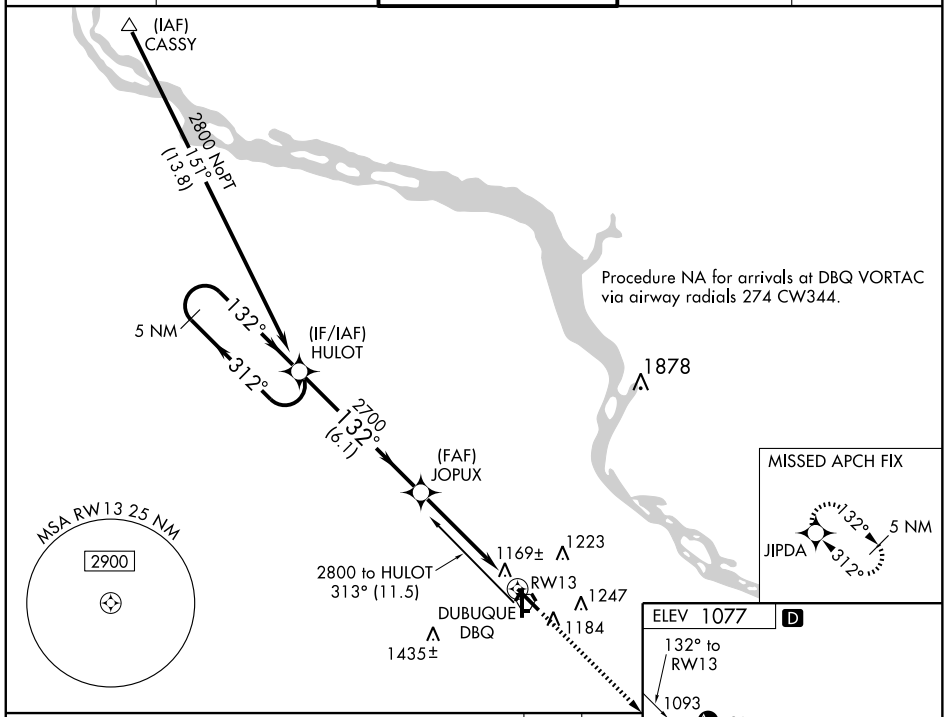
RNAV (GPS) RWY 13
DUBUQUE RGNL (DBQ)

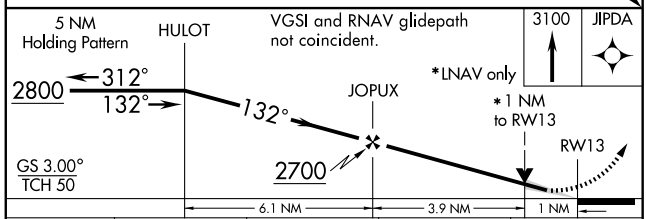
▼ Inoperative table does not apply to LPV and LNAV/VNAV.
Baro-VNAV NA when using Monticello altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

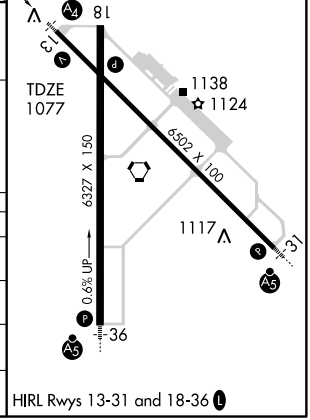
MALS

MISSED APPROACH: Climb to 3100 direct JIPDA and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







HIRL Rwys 13-31 and 18-36 L

CATEGORY	A	B	C	D
LPV DA	1393-1 316 (400-1)			
LNAV/VNAV DA	1574-1¾ 497 (500-1¾)			
LNAV MDA	1420-¾ 343 (400-¾)			1420-1¼ 343 (400-1¼)
CIRCLING	1580-1¾ 503 (600-1¾)			1640-2 563 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS Chan 69400 W31A	APP CRS 312°	Rwy ldg 6302 TDZE 1062 Apt Elev 1077

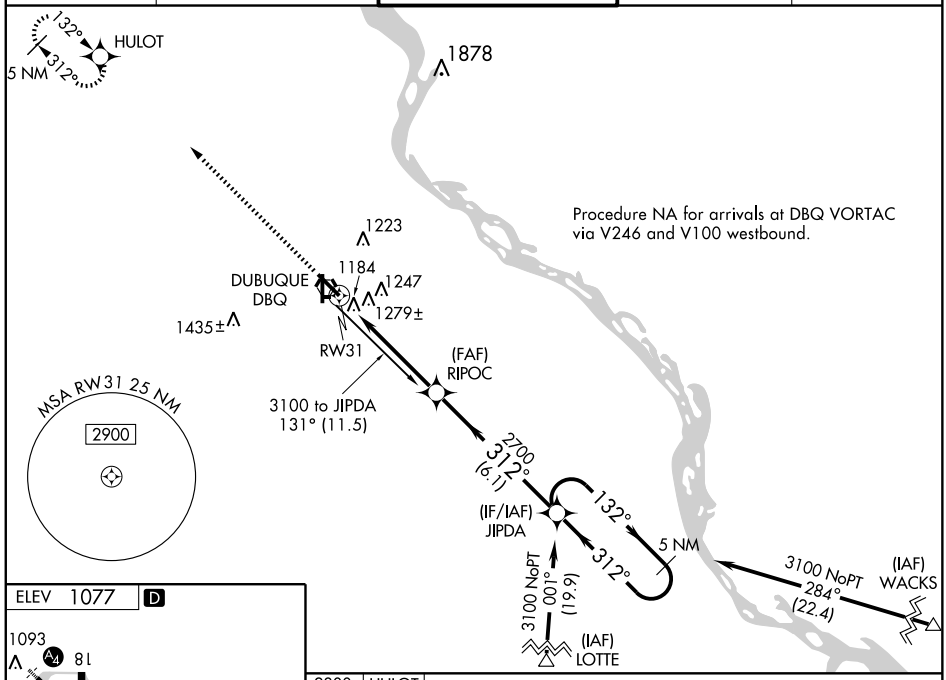
RNAV (GPS) RWY 31
DUBUQUE RGNL (DBQ)

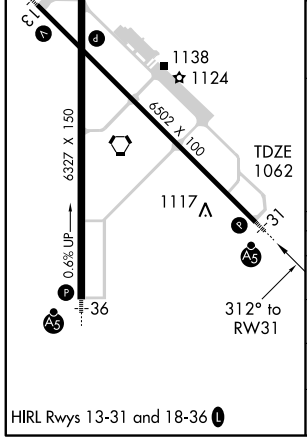
For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1.
Baro-VNAV NA when using Monticello altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALSR

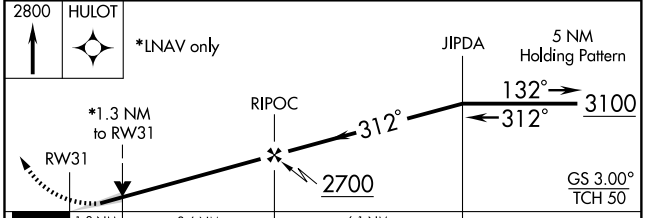
MISSED APPROACH: Climb to 2800 direct HULOT and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





HIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	1481-1 419 (500-1)			
LNAV/VNAV DA	1603-1½ 541 (600-1½)			
LNAV MDA	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1620-2 543 (600-2)			1640-2 563 (600-2)

WAAS CH 62807 W36A	APP CRS 357°	Rwy ldg 6327 TDZE 1048 Apt Elev 1077

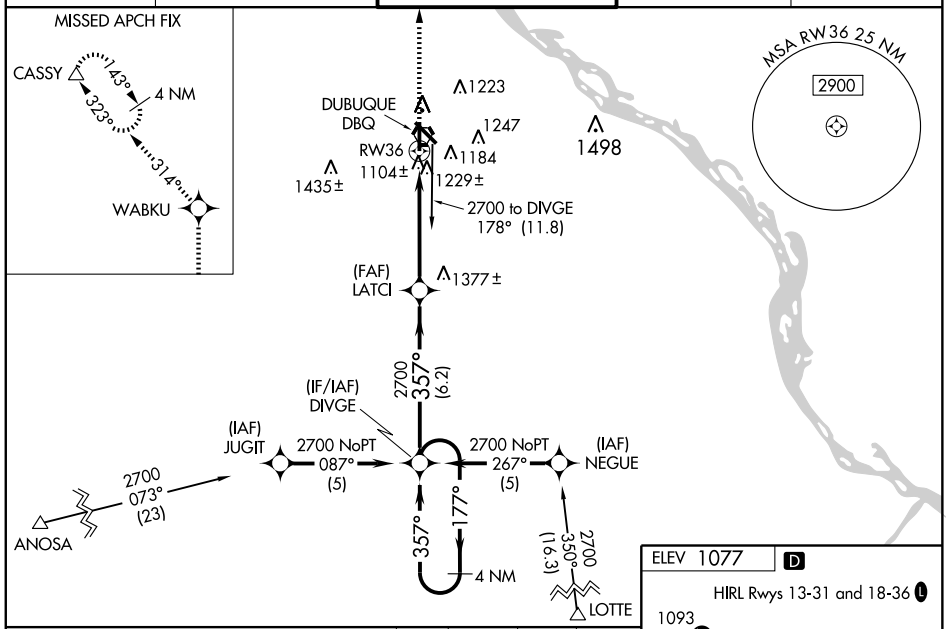
RNAV (GPS) RWY 36
DUBUQUE RGNL (DBQ)

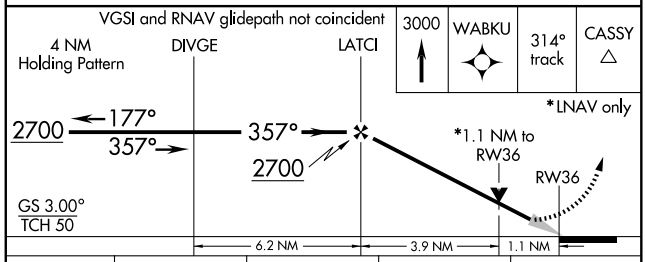
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and circling Cat C visibility ¼ mile.
For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

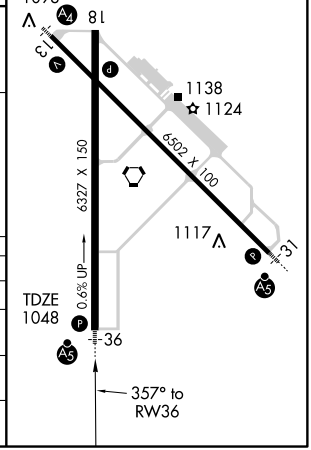
MALSR A5

MISSED APPROACH: Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER *	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	1248/24 200 (200-½)			
LNAV/VNAV DA	1525/60 477 (500-1¼)			
LNAV MDA	1480/24 432 (500-½)		1480/40 432 (500-¾)	1480/50 432 (500-1)
CIRCLING	1580-1 503 (600-1)		1580-1½ 503 (600-1½)	1640-2 563 (600-2)

VORTAC DBQ	APP CRS	Rwy ldg	6502
115.8	138°	TDZE	1077
Chan 105		Apt Elev	1077

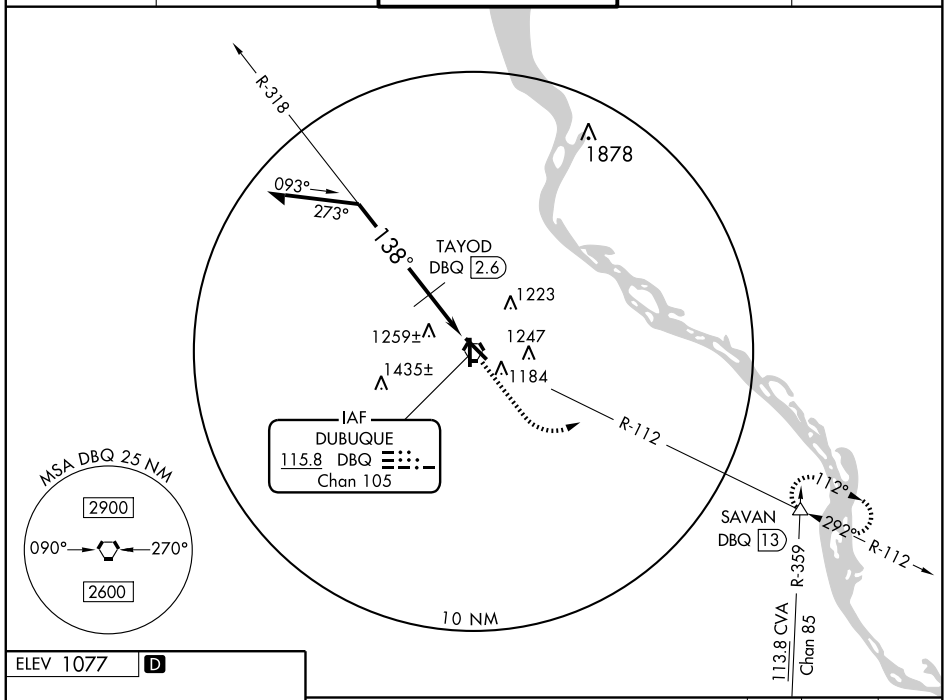
VOR RWY 13
DUBUQUE RGNL (DBQ)

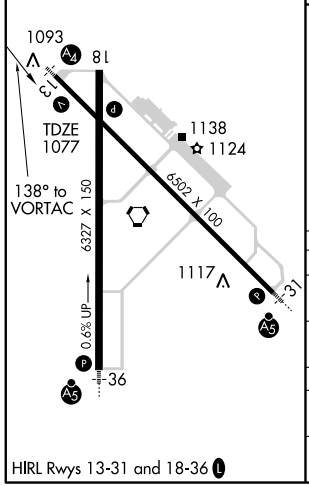
Inoperative table does not apply to Cat C.
If local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 100 feet.
VDP NA when using Monticello altimeter setting.

MALS

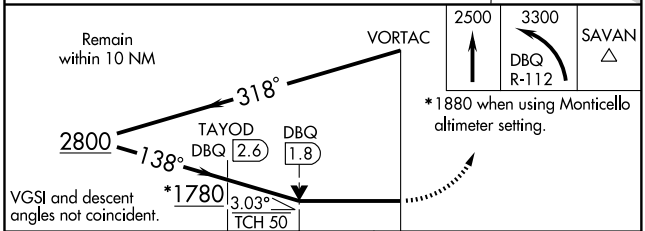
MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via DBQ VORTAC R-112 to SAVAN Int/13 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





HIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
S-13	1780-¾ 703 (800-¾)		1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)
CIRCLING	1780-1 703 (800-1)		1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)
TAYOD FIX MINIMUMS				
S-13	1520-¾ 443 (500-¾)		1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)
CIRCLING	1580-1 503 (600-1)		1580-1½ 503 (600-1½)	1640-2 563 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC DBQ 115.8 Chan 105	APP CRS 304°	Rwy ldg 6302 TDZE 1062 Apt Elev 1077

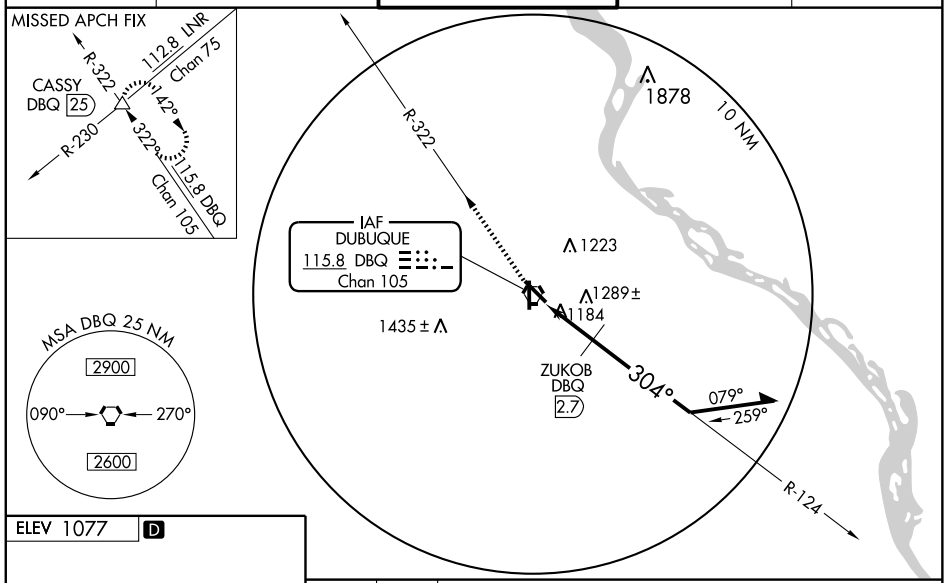
VOR RWY 31
DUBUQUE RGNL (DBQ)

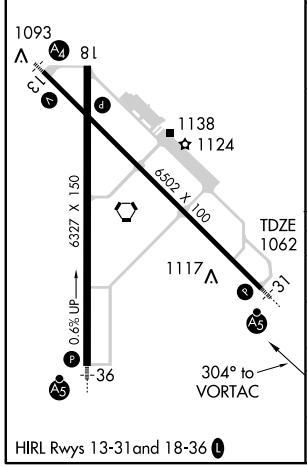
Visibility reduction by helicopters NA.
When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D ½ mile, circling Cat B ¼ mile and Cat C and D ½ mile, ZUKOB fix minimums S-31 Cat C and D ¼ mile, and circling Cat C ¼ mile.
VDP NA when using Monticello altimeter setting.
For inoperative MALSR, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile.
For inoperative MALSR when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

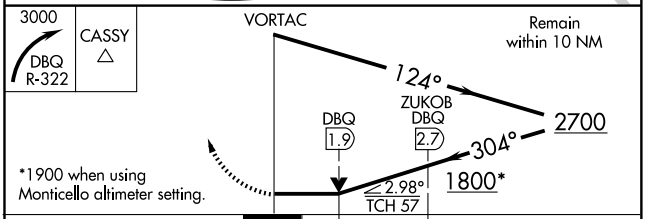
MALSR A5

MISSED APPROACH: Climbing right turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







CATEGORY	A	B	C	D
S-31	1800-¾ 738 (800-¾)		1800-1½ 738 (800-1½)	1800-1¾ 738 (800-1¾)
CIRCLING	1800-1 723 (800-1)		1800-2 723 (800-2)	1800-2¼ 723 (800-2¼)
ZUKOB FIX MINIMUMS				
S-31	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

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VORTAC DBQ 115.8 Chan 105	APP CRS 003°	Rwy ldg 6327 TDZE 1048 Apt Elev 1077

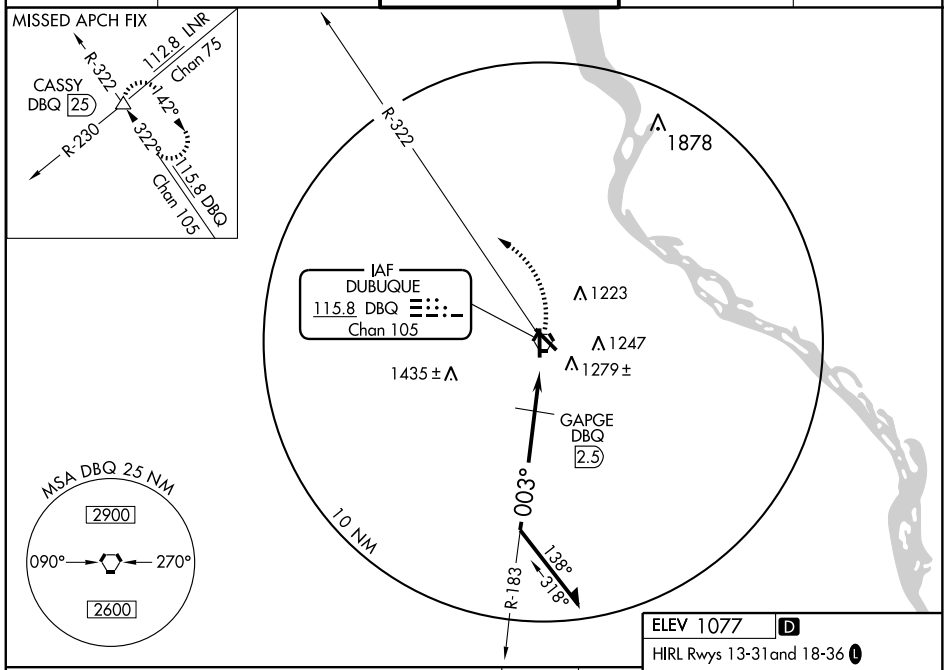
VOR RWY 36
DUBUQUE RGNL (DBQ)

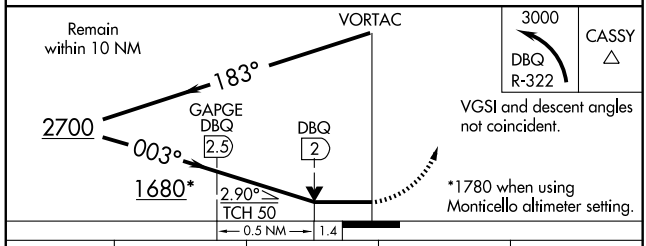
When local altimeter setting not received use Monticello altimeter setting and increase all MDAs 100 feet, increase visibility S-36 Cat C and D 1¼ mile, circling Cat C and D ¼ mile, GAPGE fix minimums S-36 Cat C to RVR 5000 and Cat D to RVR 6000, and circling Cat C ¼ mile.
VDP NA when using Monticello altimeter setting.

MALSR

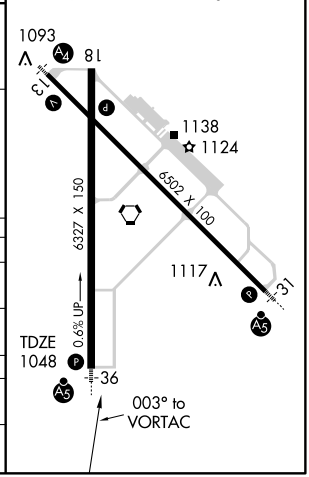
MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





CATEGORY	A	B	C	D
S-36	1680/24 632 (700-½)		1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1 603 (700-1)		1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)
GAPGE FIX MINIMUMS				
S-36	1540/24 492 (500-½)		1540/40 492 (500-¾)	1540/50 492 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)



NC-3, 14 JAN 2010 to 11 FEB 2010

NDB EAG 302	APP CRS 120°	Rwy ldg 3371 TDZE 1133 Apt Elev 1133

NDB or GPS RWY 13

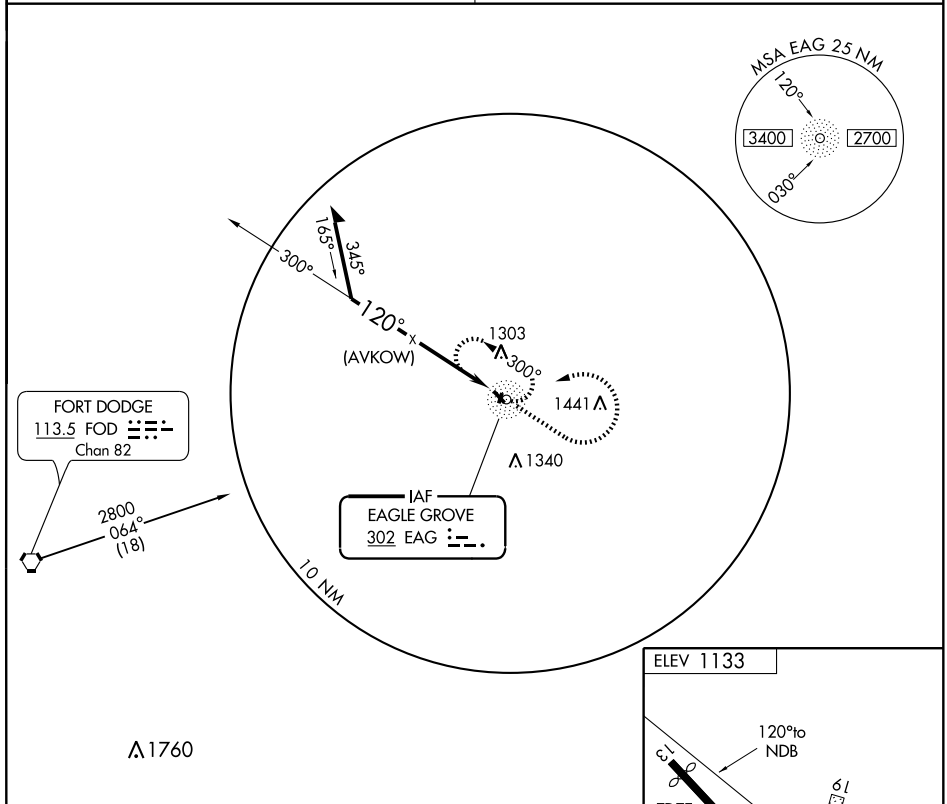
EAGLE GROVE MUNI (EAG)

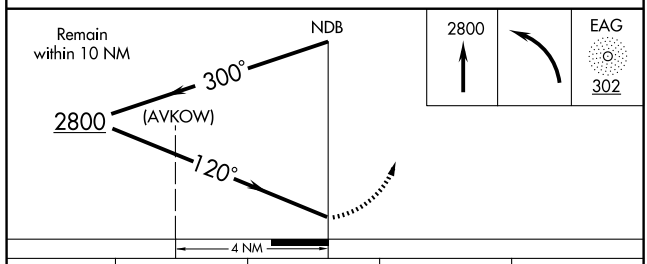
T NA

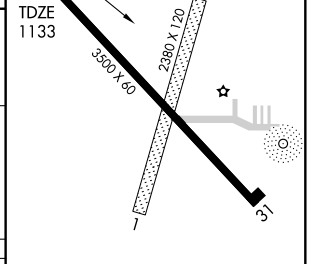
Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct EAG NDB and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1700-1	567 (600-1)	NA	
CIRCLING	1700-1	567 (600-1)	NA	

MIRL Rwy 13-31 L
REIL Rwy 13 and 31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3500
313°	TDZE	1133
	Apt Elev	1133

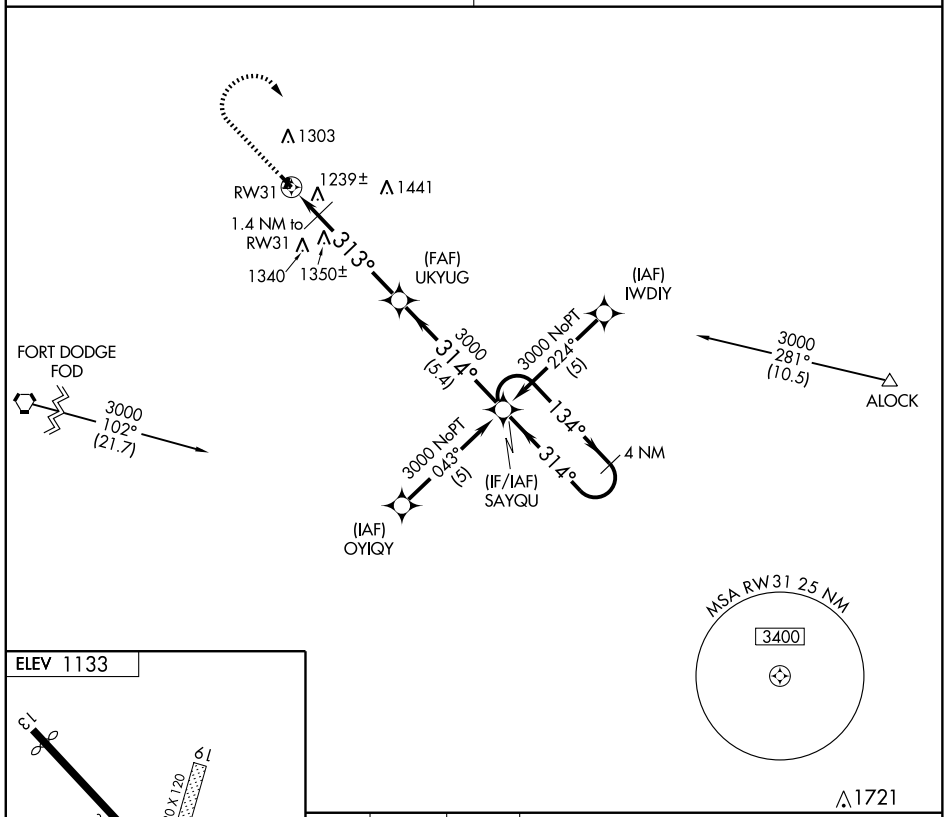
RNAV (GPS) RWY 31
EAGLE GROVE MUNI (EAG)

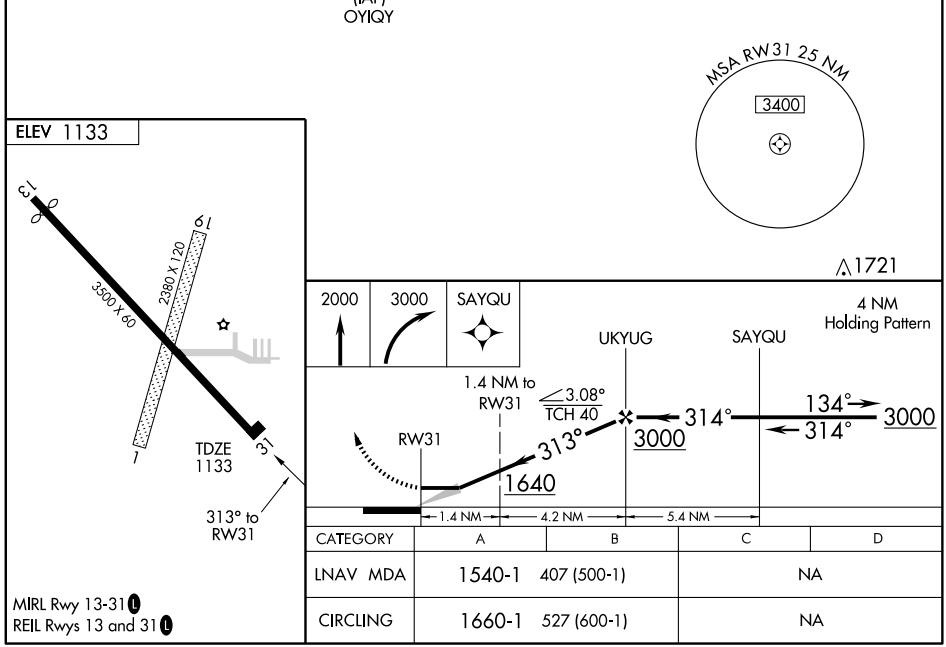
T
A NA

Use Fort Dodge altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SAYQU WP and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1540-1	407 (500-1)	NA	
CIRCLING	1660-1	527 (600-1)	NA	

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

VORTAC FOD 113.5 Chan 82	APP CRS 063°	Rwy ldg N/A TDZE N/A Apt Elev 1133

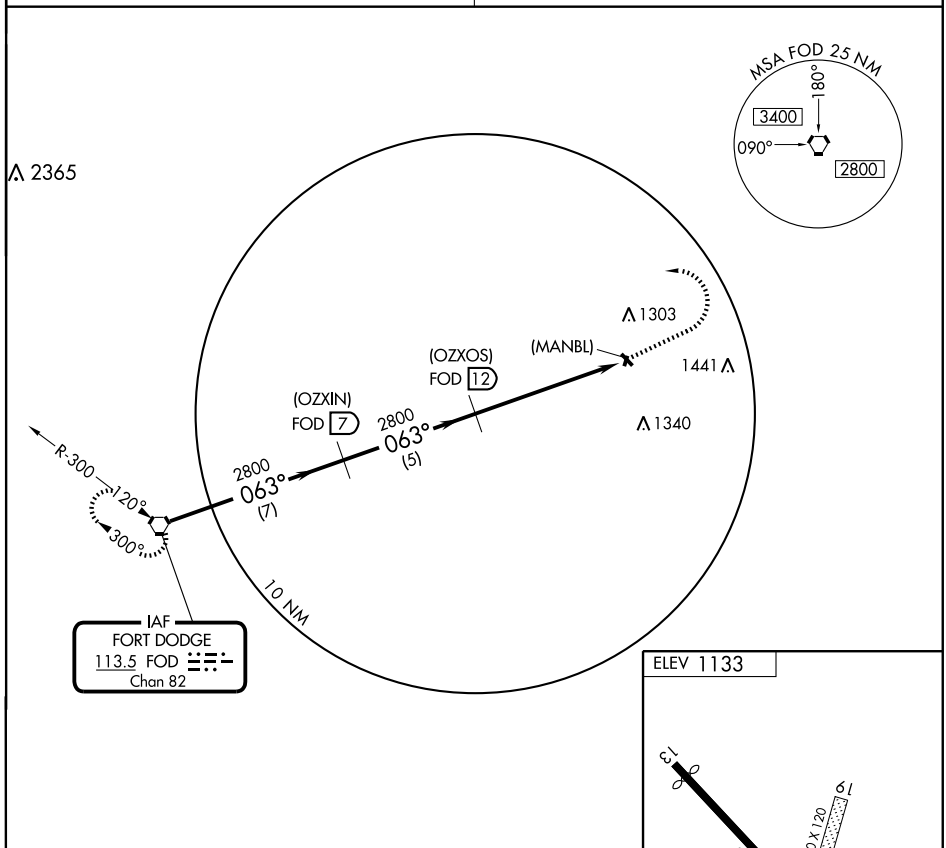
VOR/DME or GPS-A
EAGLE GROVE MUNI (EAG)

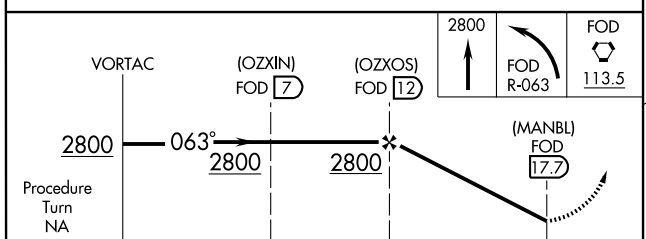
Use Fort Dodge altimeter setting.

NA

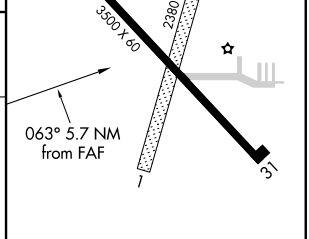
MISSED APPROACH: Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1660-1 527 (600-1)		NA	



MIRL Rwy 13-31 L
REIL Rwy 13 and 31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB EGQ	APP CRS	Rwy ldg	3401
410	140°	TDZE	1205
		Apt Elev	1205

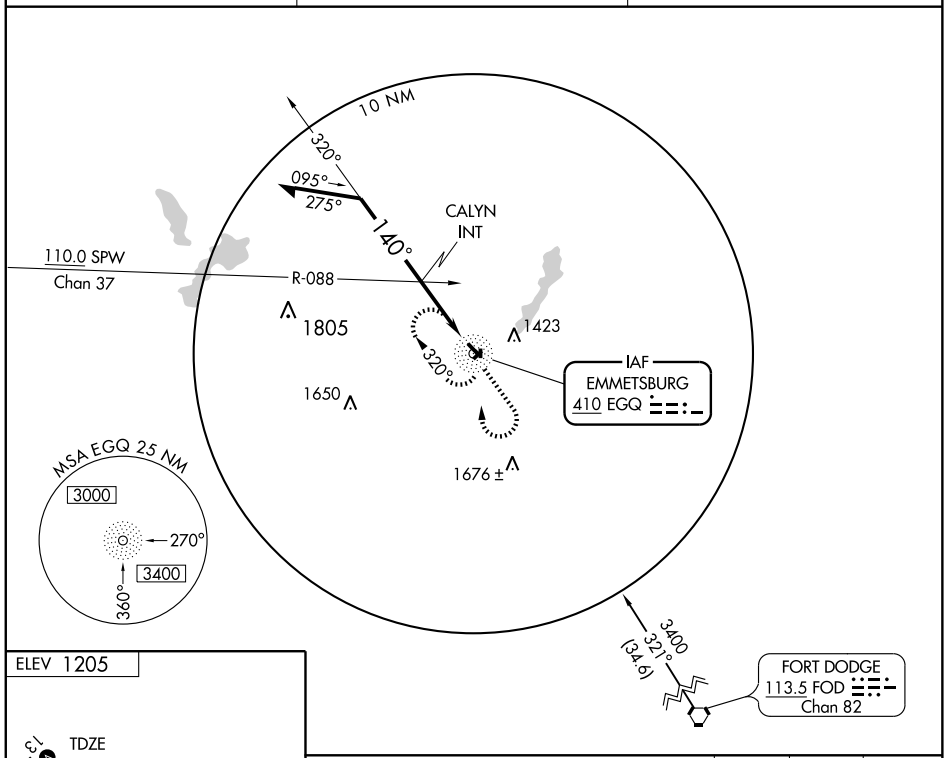
NDB or GPS RWY 13
EMMETSBURG MUNI (EGQ)

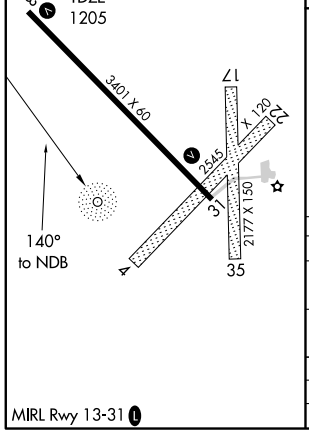
Use Algona altimeter setting.

NA

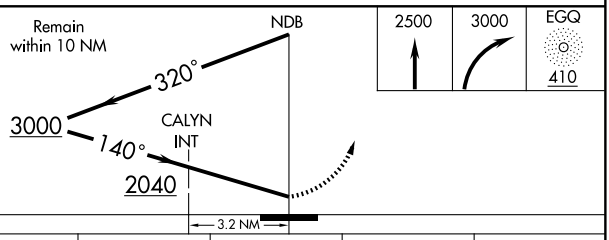
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF) L





MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-13	2040-1 835 (900-1)	2040-1 ¼ 835 (900-1 ¼)	NA	
CIRCLING	2040-1 835 (900-1)	2040-1 ¼ 835 (900-1 ¼)	NA	

CALYN INTERSECTION MINIMUMS		
S-13	1860-1 655 (700-1)	NA
CIRCLING	1860-1 655 (700-1)	NA

NDB EGQ	APP CRS	Rwy ldg	3401
410	303°	TDZE	1205
		Apt Elev	1205

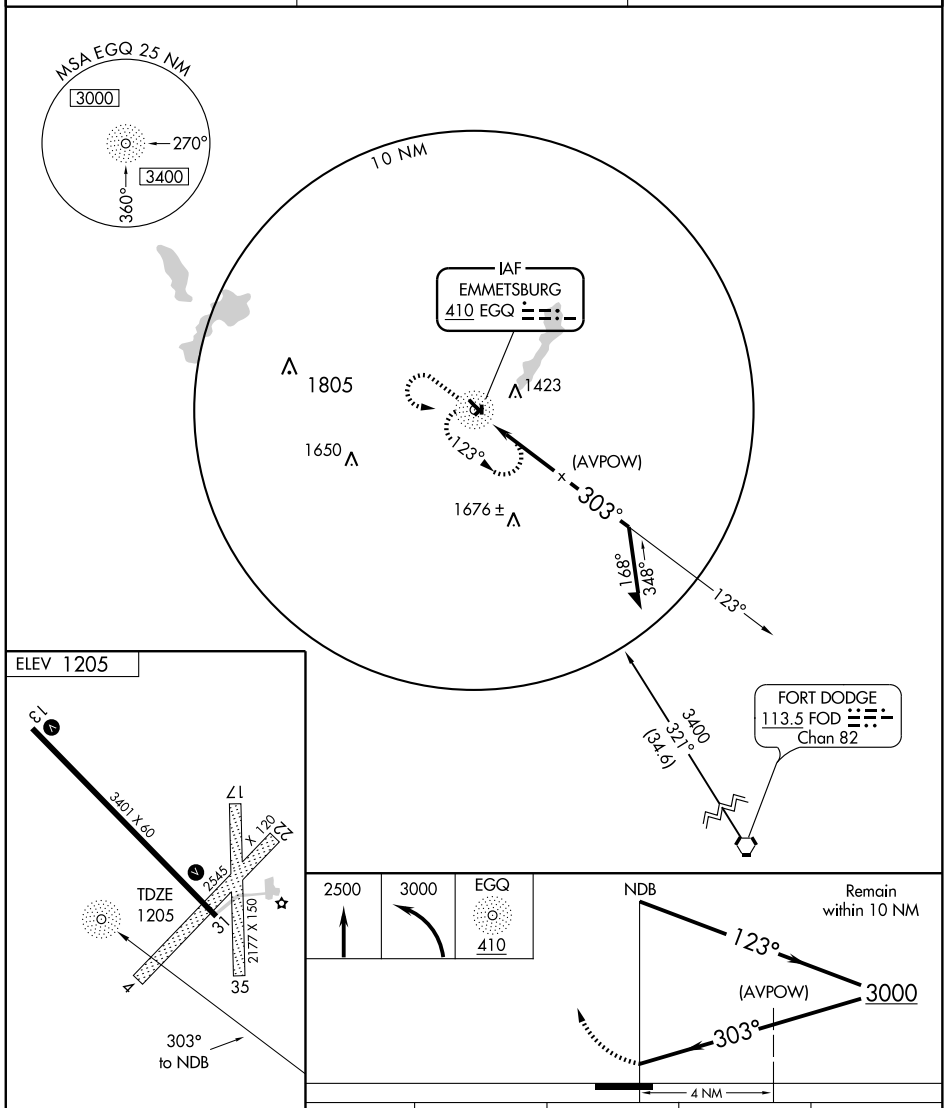
NDB or GPS RWY 31
EMMETSBURG MUNI (EGQ)

Use Algona altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	1820-1 615 (700-1)		NA	
CIRCLING	1820-1 615 (700-1)		NA	

MIRL Rwy 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

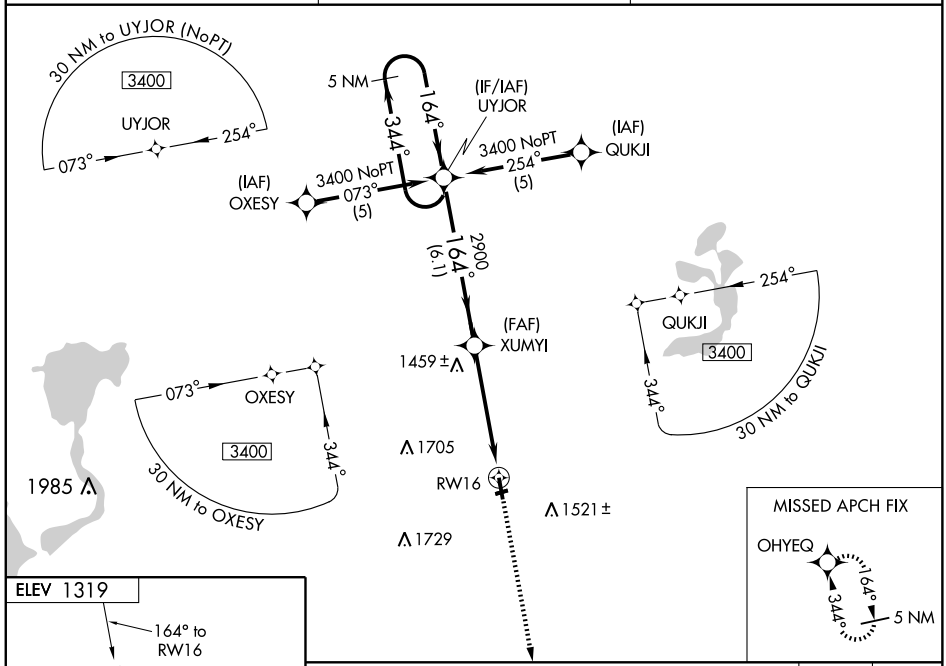
WAAS CH **40104** **W16A**	APP CRS **164°**	Rwy ldg **4797** TDZE **1319** Apt Elev **1319**

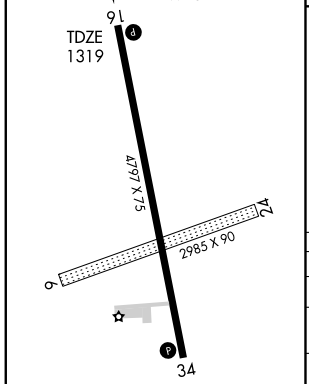
RNAV (GPS) RWY 16
ESTHERVILLE MUNI (EST)

Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

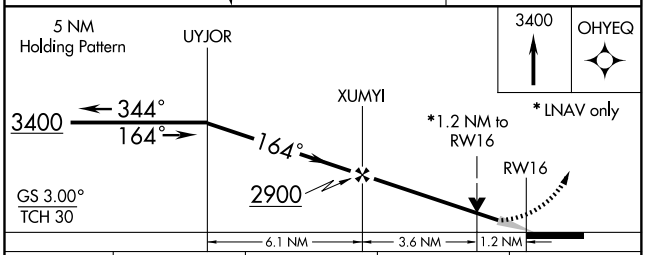
MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	**127.75 257.7**	**122.8** (CTAF) L





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)	NA	
LNAV/VNAV DA	1608-1	289 (300-1)	NA	
LNAV MDA	1720-1	401 (500-1)	NA	
CIRCLING	1720-1 401 (500-1)	1780-1 461 (500-1)	NA	

NC-3. 14 JAN 2010 to 11 FEB 2010

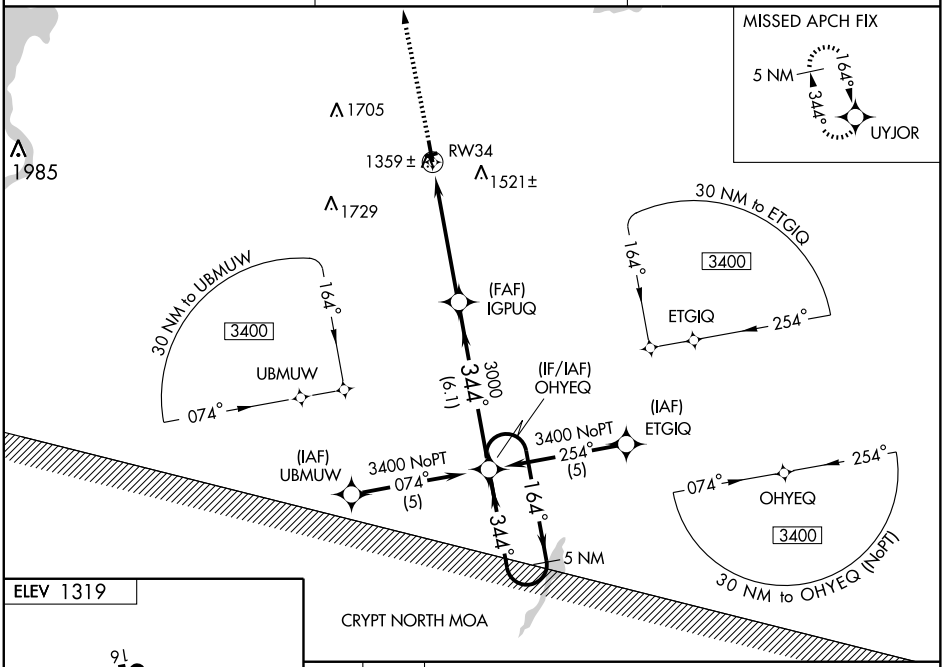
WAAS CH 82304 W34A	APP CRS 344°	Rwy ldg 4797 TDZE 1319 Apt Elev 1319

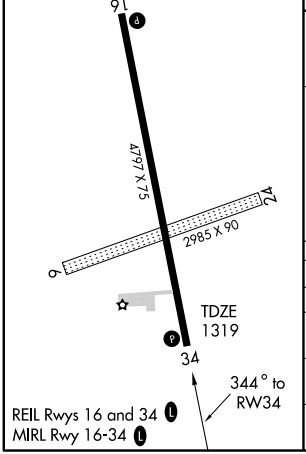
RNAV (GPS) RWY 34
ESTHERVILLE MUNI (EST)

Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

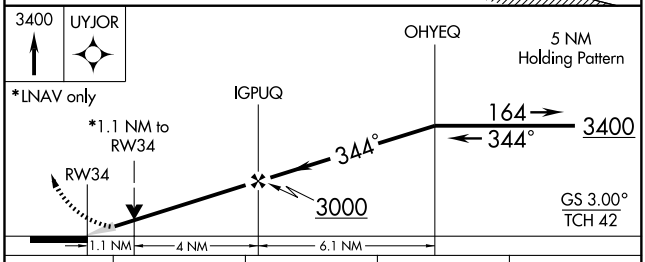
MISSED APPROACH: Climb to 3400 direct UYJOR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



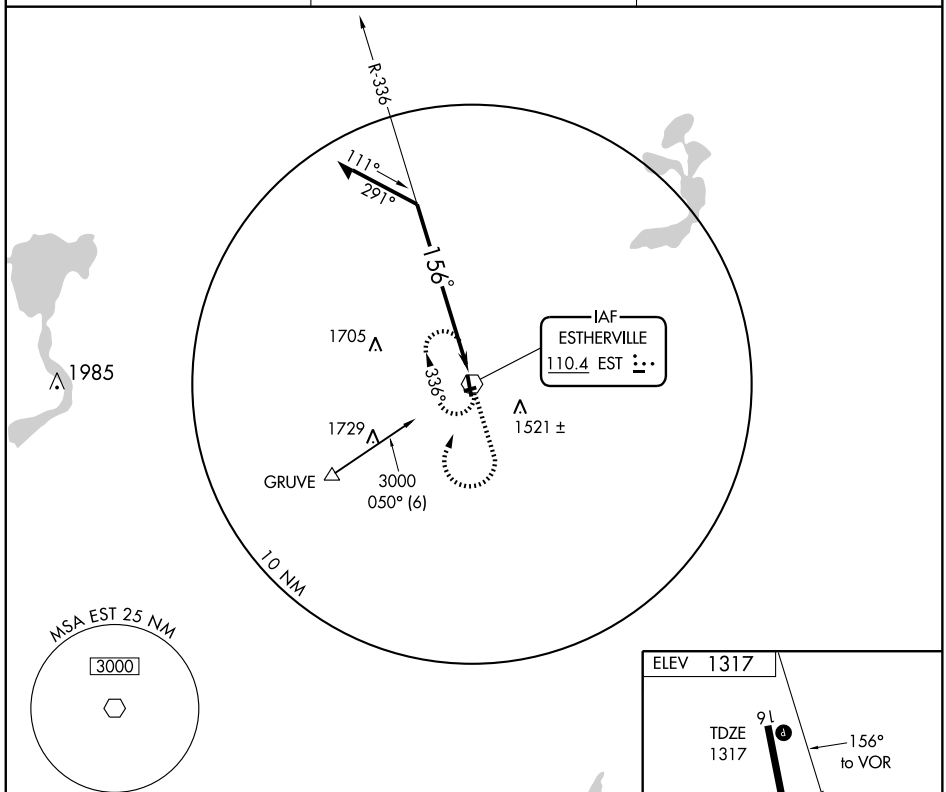
CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)	NA	
LNAV/VNAV DA	1629-1	310 (400-1)	NA	
LNAV MDA	1700-1	381 (400-1)	NA	
CIRCLING	1700-1 381 (400-1)	1780-1 461 (500-1)	NA	

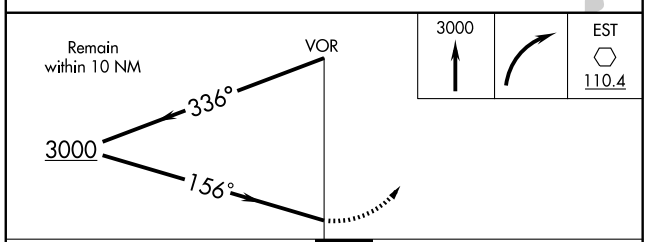
EST VOR	APP CRS	Rwy ldg	4797
110.4	156°	TDZE	1317
		Apt Elev	1317

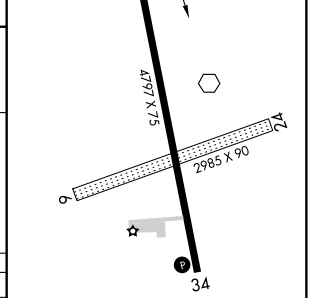
VOR RWY 16
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	1840-1	523 (600-1)	NA	
CIRCLING	1840-1	523 (600-1)	NA	

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

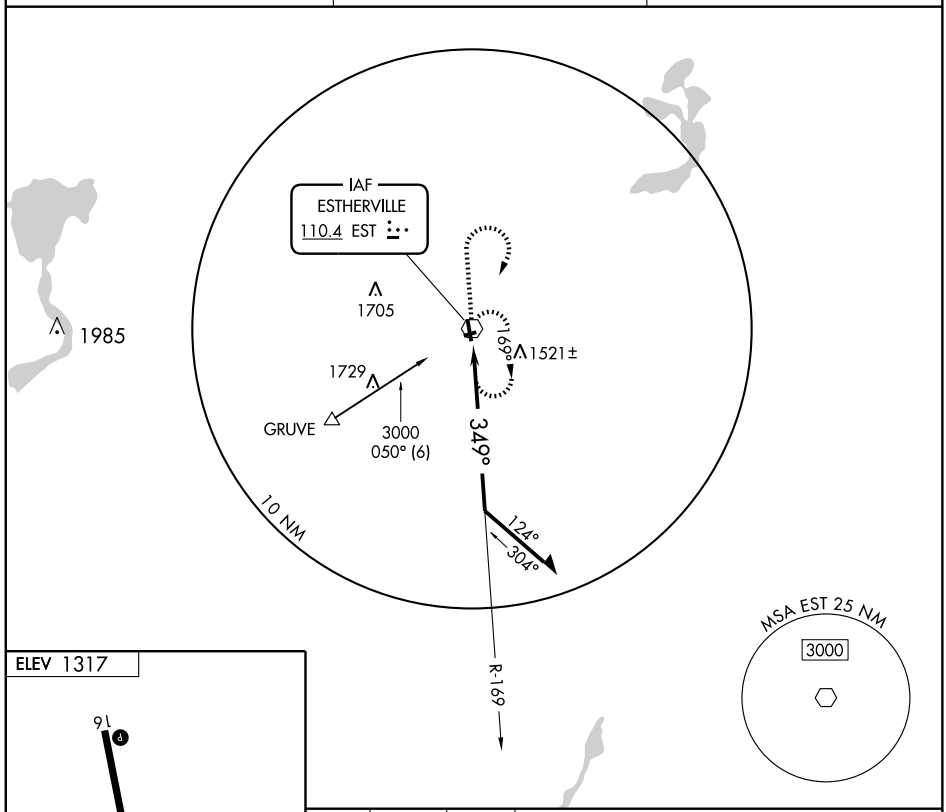
NC-3, 14 JAN 2010 to 11 FEB 2010

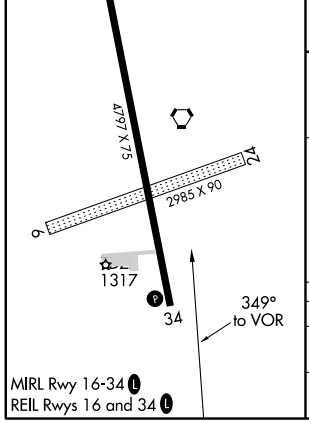
EST VOR	APP CRS	Rwy ldg	4797
110.4	349°	TDZE	1317
		Apt Elev	1317

VOR RWY 34
ESTHERVILLE MUNI (EST)

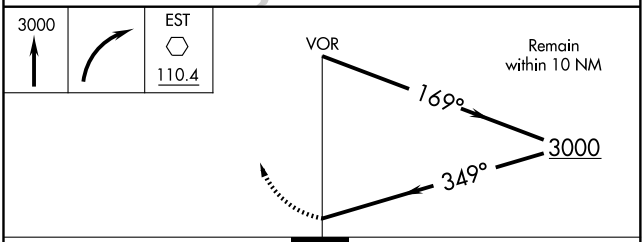
MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L





MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



CATEGORY	A	B	C	D
S-34	1780-1 463 (500-1)		NA	
CIRCLING	1780-1 463 (500-1)		NA	

FAIRFIELD, IOWA

AL-5588 (FAA)

NDB FFL 332	APP CRS 009°	Rwy ldg 5500 TDZE 799 Apt Elev 801

NDB RWY 36

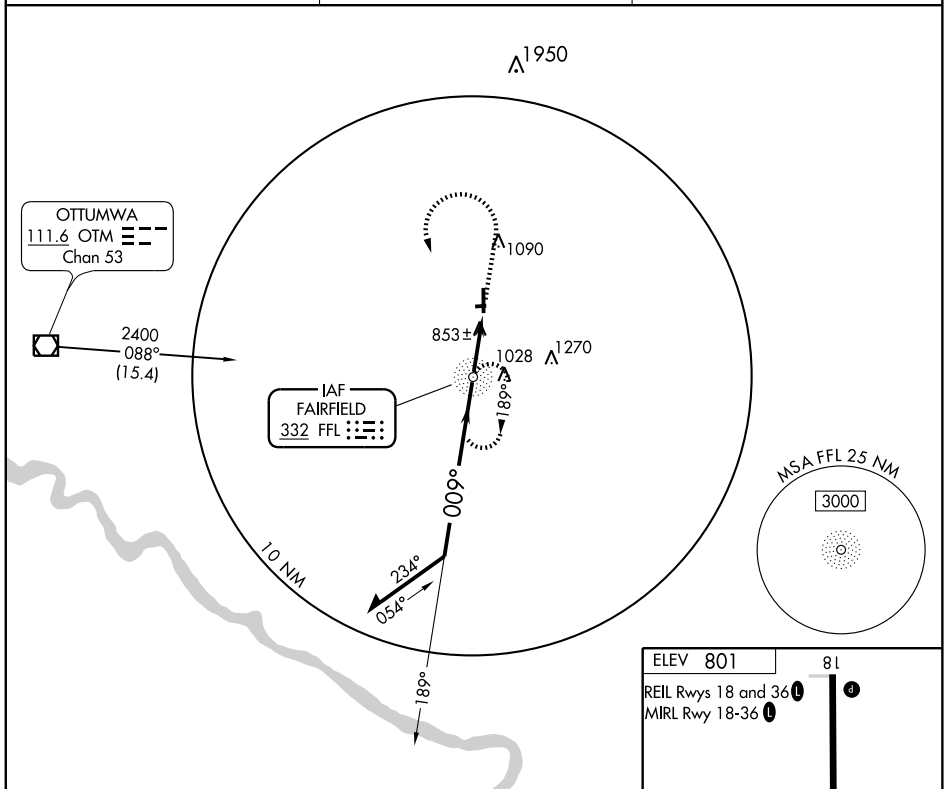
FAIRFIELD MUNI (FFL)

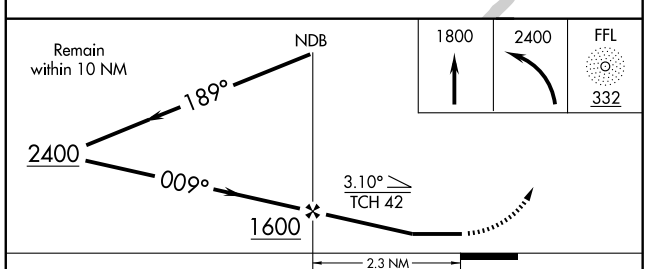
T NA

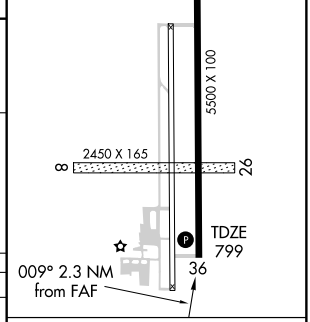
If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct FFL NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
132.025	118.15 354.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	1200-1 401 (400-1)		1200-1¼ 401 (400-1¼)	NA
CIRCLING	1220-1 419 (500-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

NC-3, 14 JAN 2010 to 11 FEB 2010

FAIRFIELD, IOWA

AL-5588 (FAA)

WAAS CH 82503 W18A	APP CRS 180°	Rwy ldg 5500 TDZE 801 Apt Elev 801

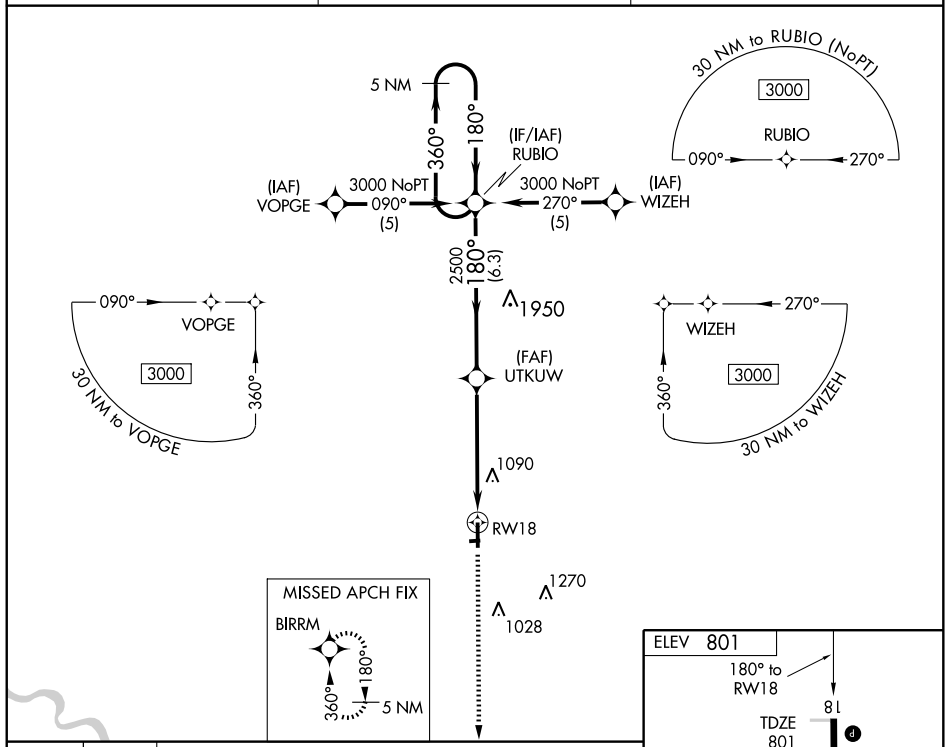
RNAV (GPS) RWY 18

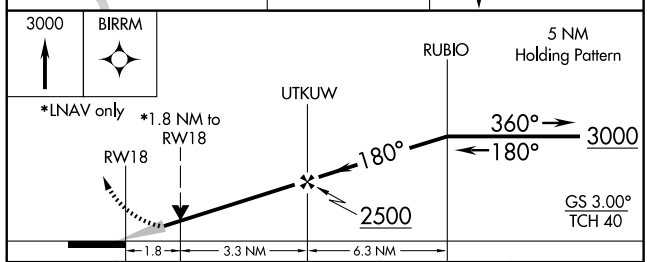
FAIRFIELD MUNI (FFL)

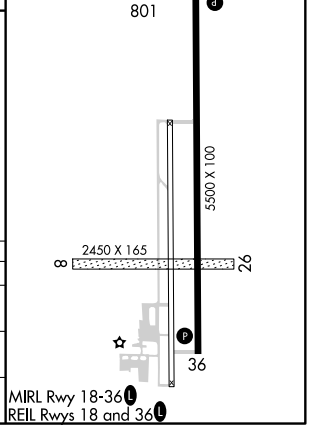
If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP- 0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct BIRRM and hold.

AWOS-3	CHICAGO CENTER	UNICOM
132.025	118.15 354.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1051-1 250 (300-1)			NA
LNAV MDA	1400-1 599 (600-1)		1400-1½ 599 (600-1½)	NA
CIRCLING	1400-1 599 (600-1)		1440-1¾ 639 (700-1¾)	NA

NC-3. 14 JAN 2010 to 11 FEB 2010

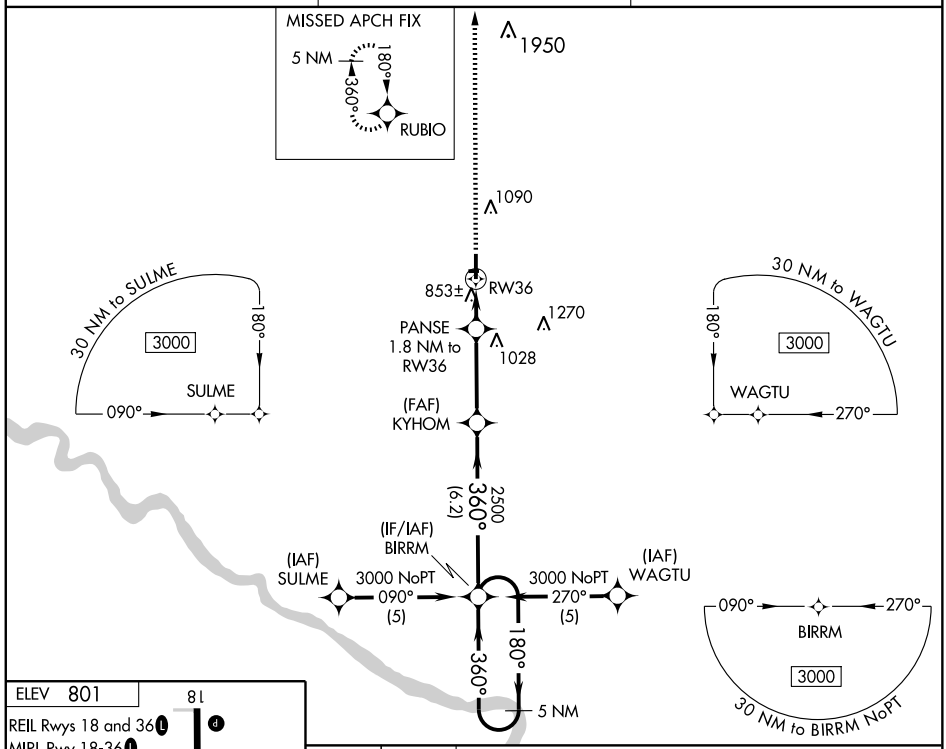
WAAS CH 72804 W36A	APP CRS 360°	Rwy ldg 5500 TDZE 799 Apt Elev 801

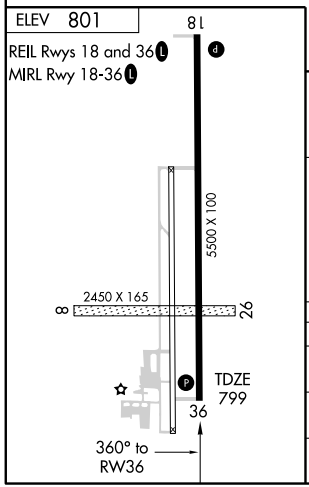
RNAV (GPS) RWY 36
FAIRFIELD MUNI (FFL)

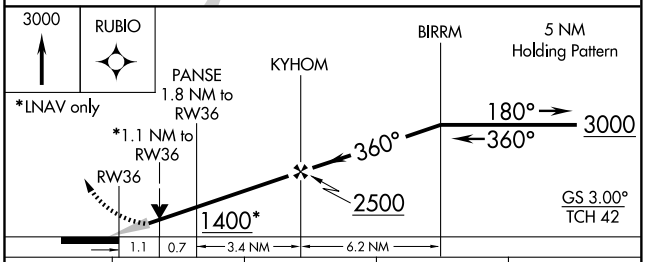
If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUBIO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
132.025	118.15 354.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1049-1 250 (300-1)			NA
LNAV MDA	1180-1 381 (400-1)			NA
CIRCLING	1180-1 379 (400-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA

APP CRS	Rwy ldg	5796
332°	TDZE	1206
	Apt Elev	1230

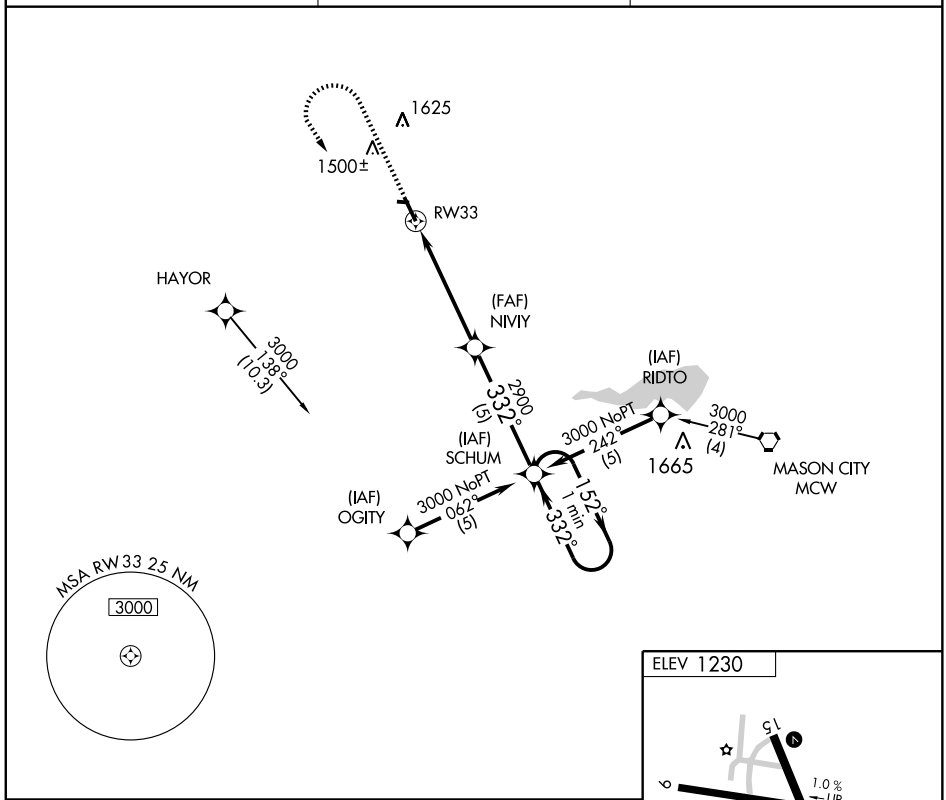
GPS RWY 33
FOREST CITY MUNI (FXY)

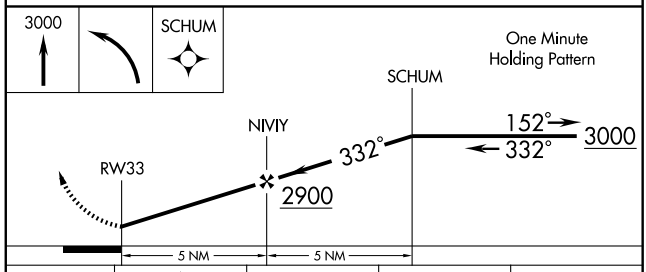
Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

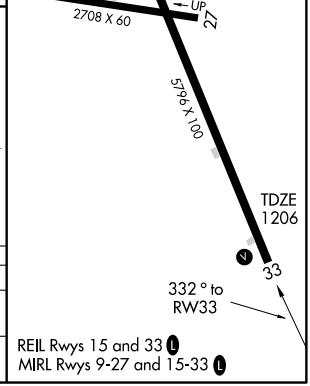
NA

MISSED APPROACH: Climb to 3000, then left turn direct SCHUM WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	127.3 380.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	1740-1 534 (600-1)		1740-1¼ 534 (600-1¼)	1740-2 534 (600-2)
CIRCLING	1740-1 510 (600-1)		1740-1½ 510 (600-1½)	2120-3 890 (900-3)

NDB FXY 359	APP CRS 335°	Rwy ldg 5796 TDZE 1206 Apt Elev 1230

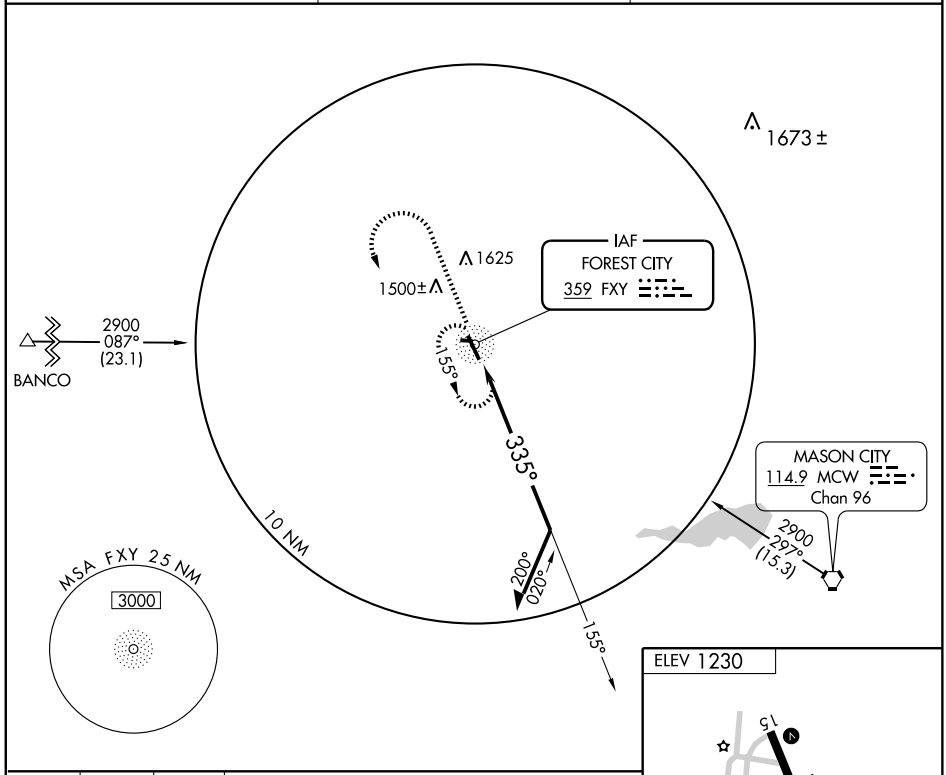
NDB RWY 33
FOREST CITY MUNI (FXY)

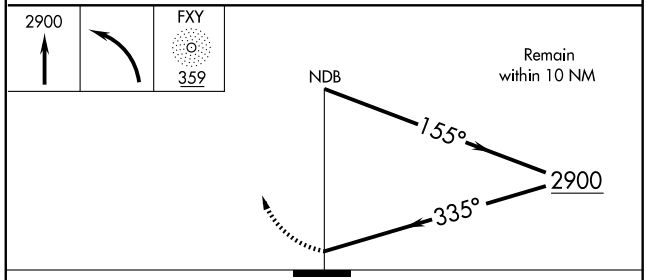
Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

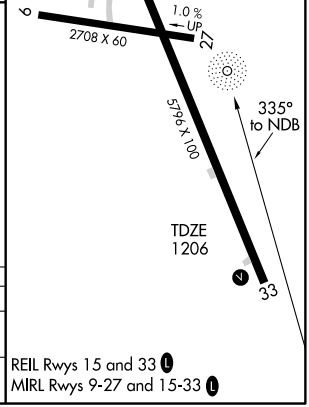
NA

MISSED APPROACH: Climb to 2900, then left turn direct FXY NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	127.3 380.2	122.8 (CTAF) L







REIL Rwys 15 and 33 L
MIRL Rwys 9-27 and 15-33 L

CATEGORY	A	B	C	D
S-33	1900-1 694 (700-1)		1900-2 694 (700-2)	1900-2¼ 694 (700-2¼)
CIRCLING	1900-1 670 (700-1)		1900-2 670 (700-2)	2120-3 890 (900-3)

NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC MCW 114.9 Chan 96	APP CRS 297°	Rwy ldg N/A TDZE N/A Apt Elev 1230

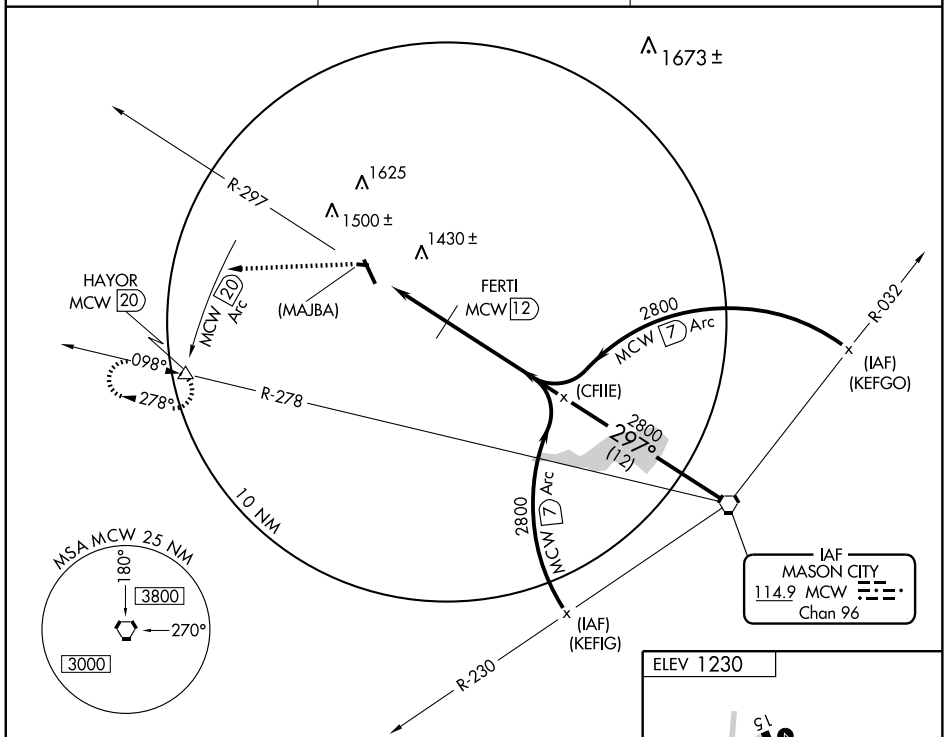
VOR/DME or GPS-A
FOREST CITY MUNI (FXY)

Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

NA

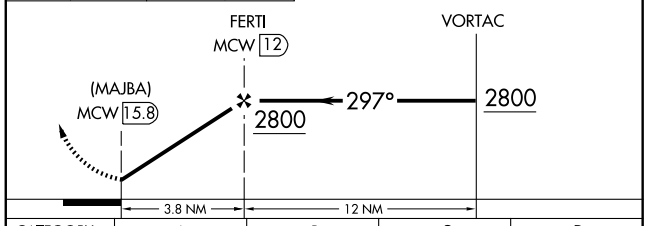
MISSED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc then via MCW 20 DME Arc counterclockwise to HAYOR DME and hold.

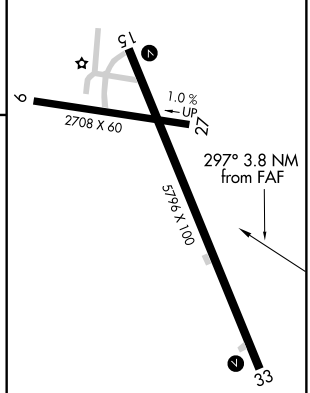
AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	127.3 380.2	122.8 (CTAF) L



3000 260°	MCW 20 ARC	Counter-clockwise	HAYOR △

Procedure Turn NA





CATEGORY	A	B	C	D
CIRCLING	1780-1 550 (600-1)		1780-1½ 550 (600-1½)	2130-3 890 (900-3)

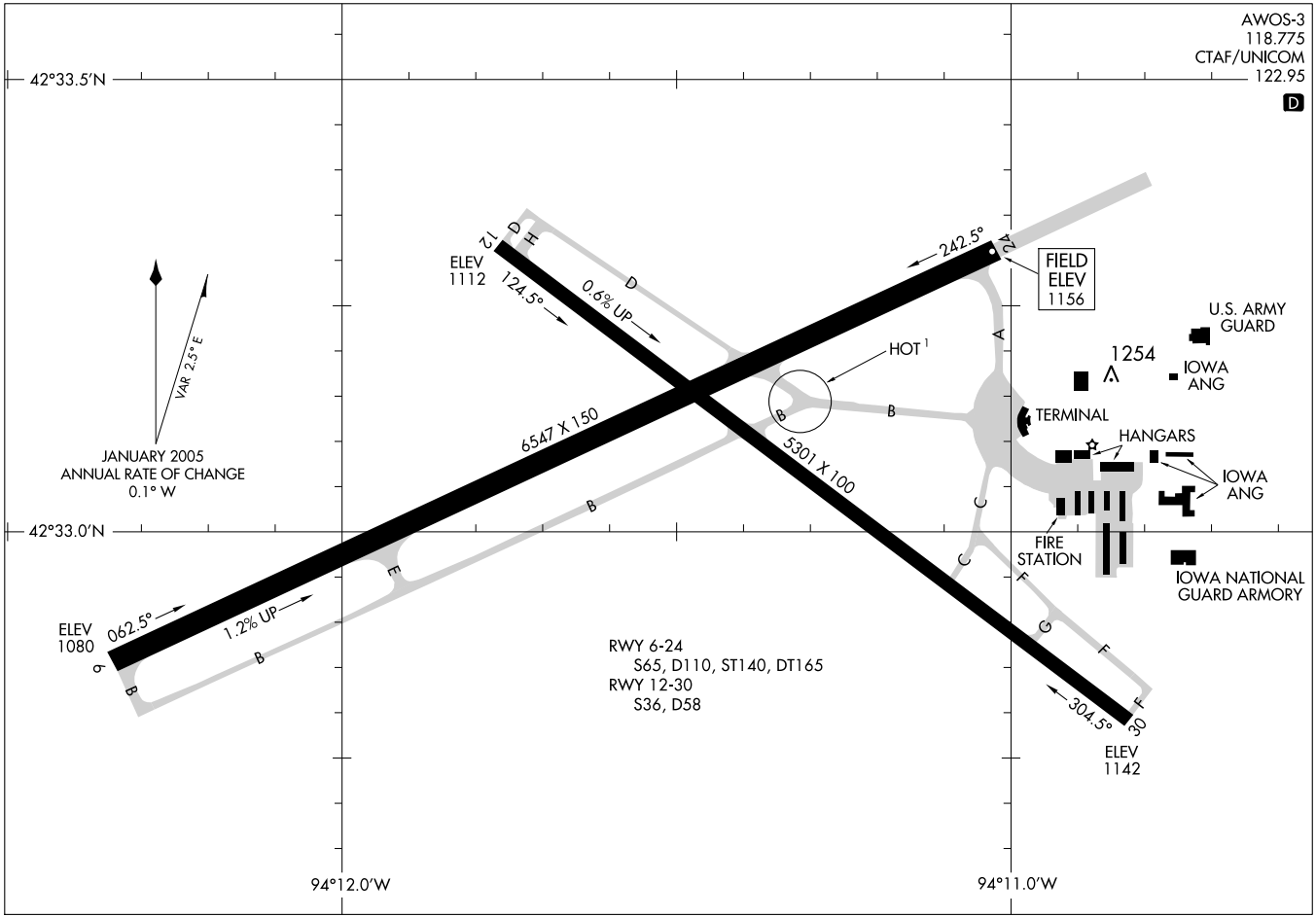
REIL Rwys 9-27 and 15-33 L
MIRL Rwys 9-27 and 15-33 L

NC-3, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

FORT DODGE RGNL (FOD)
FORT DODGE, IOWA

AL-976 (FAA)



LOC I-FOD	APP CRS	Rwy ldg	6547
109.1	063°	TDZE	1107
		Apt Elev	1156

ILS or LOC RWY 6
FORT DODGE RGNL (FOD)

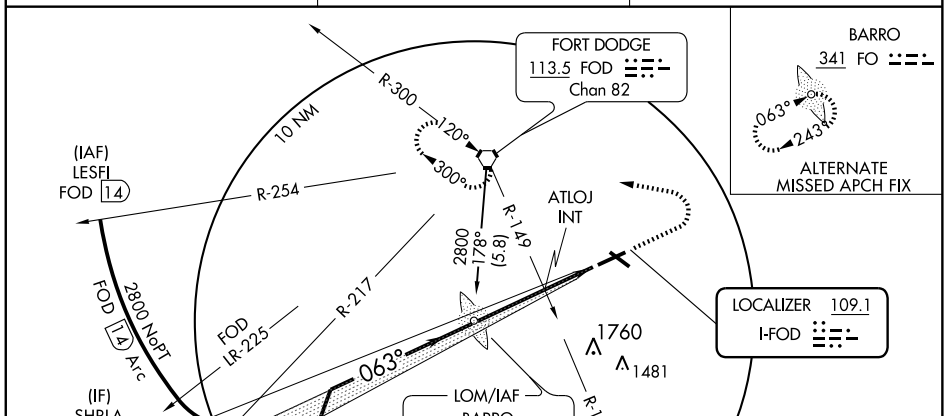
When VGSI inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet. For inoperative MALSR when using Webster City altimeter setting, increase S-ILS visibility all Cats to 1 mile.

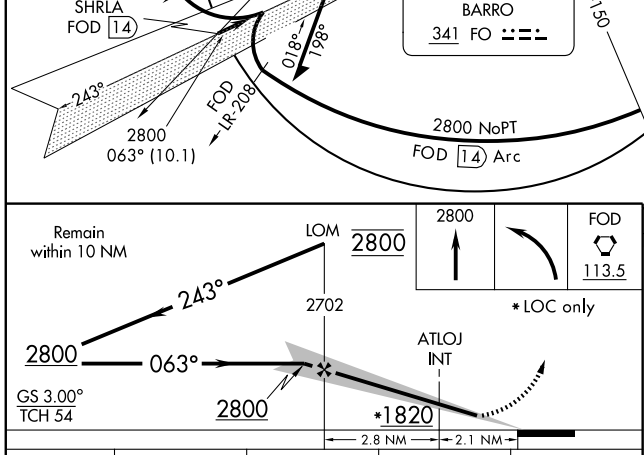
NA

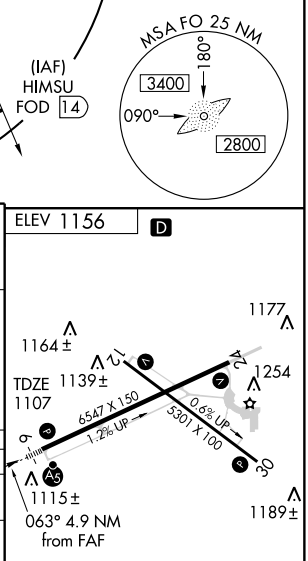
MALSR

MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L







MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L
HIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-ILS 6	1307-½ 200 (200-½)			NA
S-LOC 6	1820-½ 713 (700-½)		1820-1½ 713 (700-1½)	NA
CIRCLING	1820-1 664 (700-1)		1820-2 664 (700-2)	NA
ATLOJ FIX MINIMUMS				
S-LOC 6	1400-½ 293 (300-½)			NA
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1620-1½ 464 (500-1½)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 61015 W06A	APP CRS 063°	Rwy ldg 6547 TDZE 1107 Apt Elev 1157

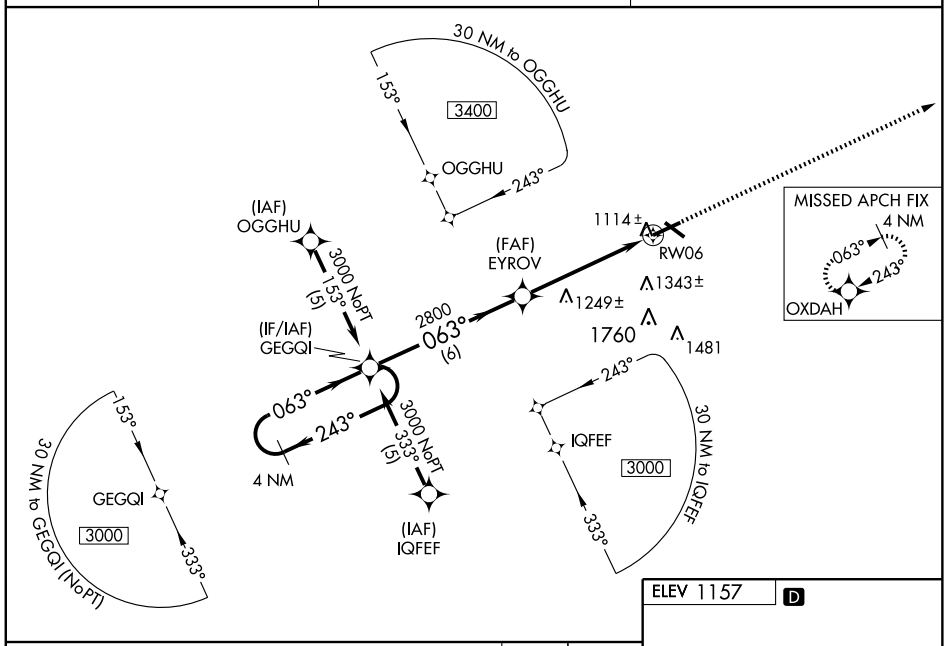
RNAV (GPS) RWY 6
FORT DODGE RGNL (FOD)

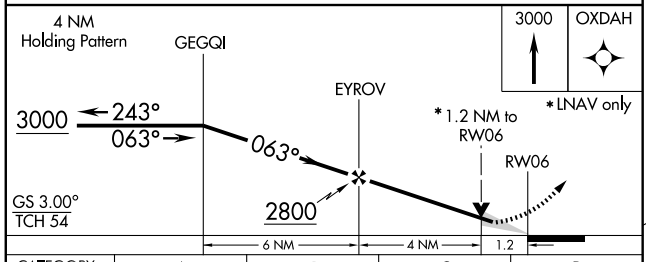
When VGSI inop, Circling Rwy 24 NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase visibility LNAV-VNAV all Cats and LNAV Cats C and D ¼ mile. For inoperative MALSR when using Webster City altimeter setting, increase LPV all Cats visibility to 1 mile.

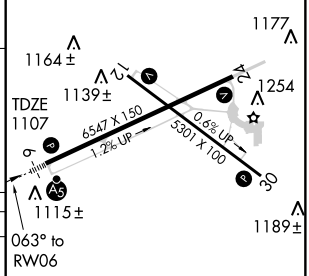
MALSR

MISSED APPROACH: Climb to 3000 direct OXDAH and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1307-½ 200 (200-½)			
LNAV/VNAV DA	1525-1 418 (400-1)			
LNAV MDA	1500-½ 393 (400-½)			1500-1 393 (400-1)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
HIRL Rwy 6-24 L
REIL Rwys 12, 24 and 30 L

NC-3, 14 JAN 2010 to 11 FEB 2010

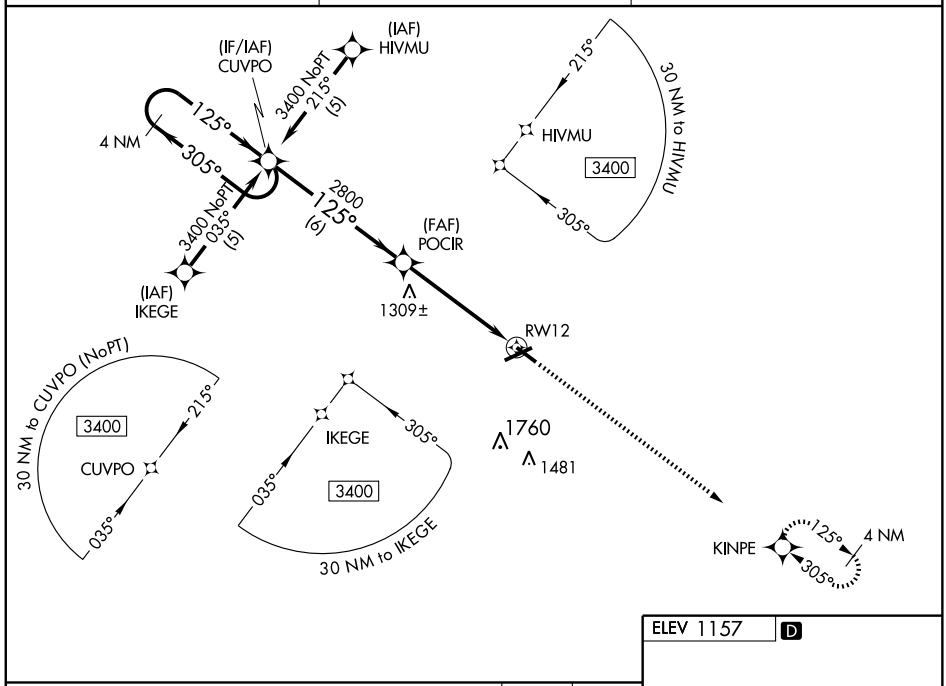
WAAS CH 99615 W12A	APP CRS 125°	Rwy ldg 5301 TDZE 1128 Apt Elev 1157

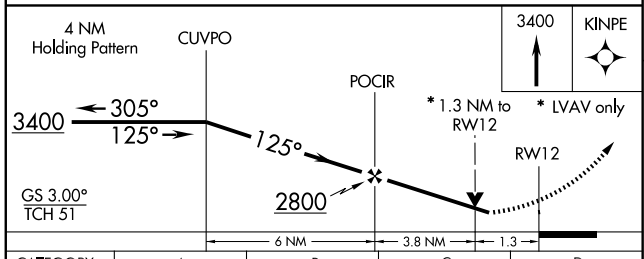
RNAV (GPS) RWY 12
FORT DODGE RGNL (FOD)

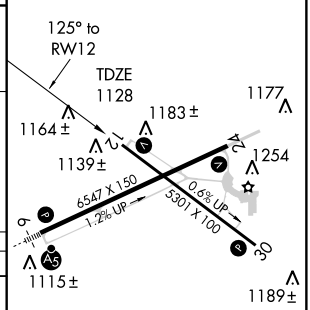
When VGSI inoperative, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV visibility all Cats ¼ mile. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 3400 direct KINPE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1405-1 277 (300-1)			
LNAV/VNAV DA	1453-1¼ 325 (300-1¼)			
LNAV MDA	1560-1 432 (500-1)		1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
HIRL Rwy 6-24 L
REIL Rwys 12, 24 and 30 L

NC-3, 14 JAN 2010 to 11 FEB 2010

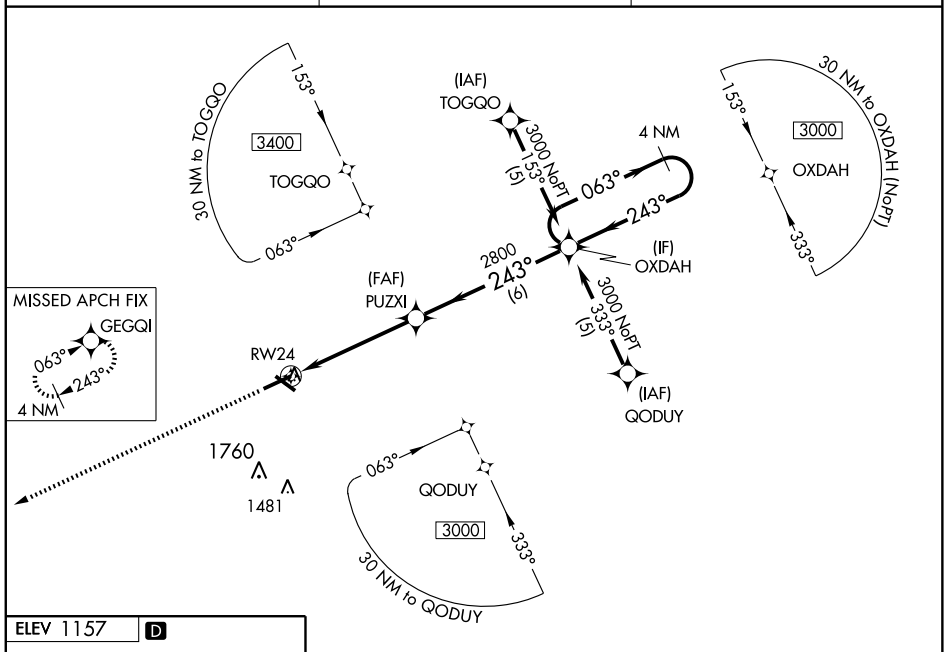
WAAS CH 45815 W24A	APP CRS 243°	Rwy ldg 6547 TDZE 1156 Apt Elev 1157

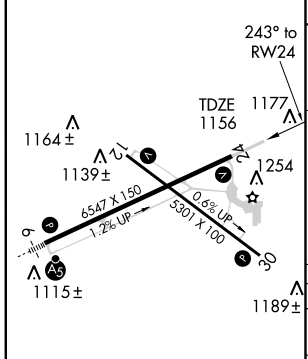
RNAV (GPS) RWY 24
FORT DODGE RGNL (FOD)

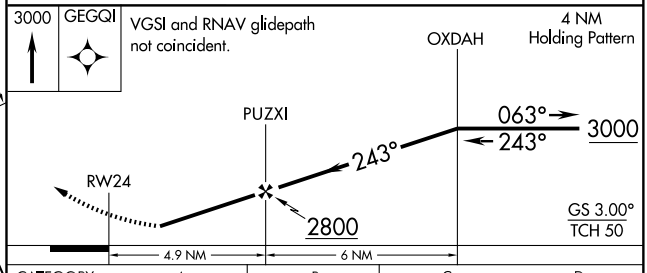
When VGSI inop, Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GEGQI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1406-1 250 (300-1)			
LNAV/VNAV DA	1504-1¼ 348 (400-1¼)			
LNAV MDA	1520-1 364 (400-1)			1520-1¼ 364 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L

NC-3, 14 JAN 2010 to 11 FEB 2010

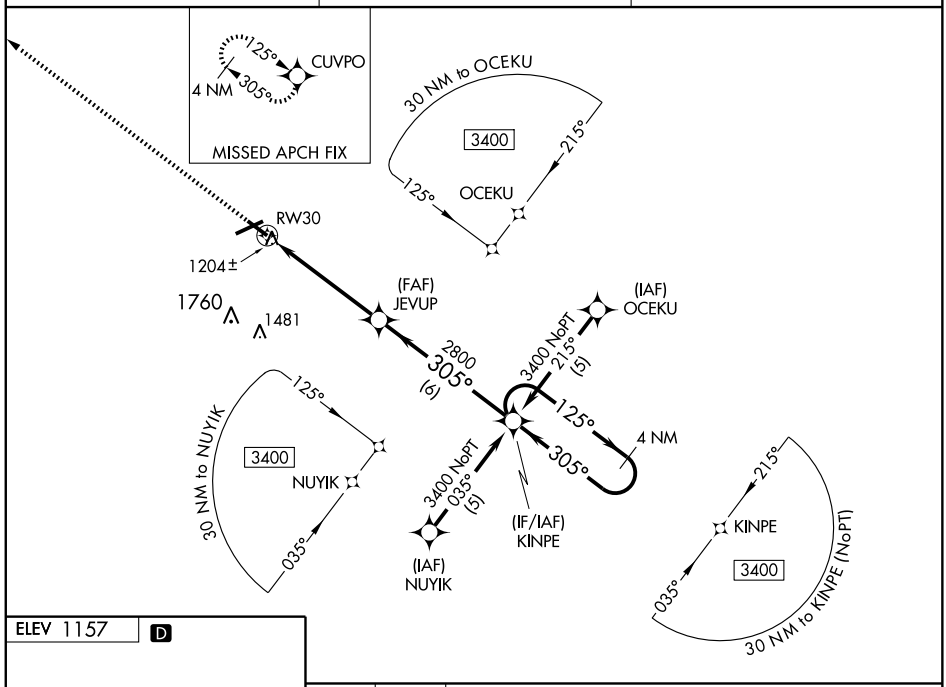
WAAS CH 82615 W30A	APP CRS 305°	Rwy ldg 5301 TDZE 1142 Apt Elev 1157

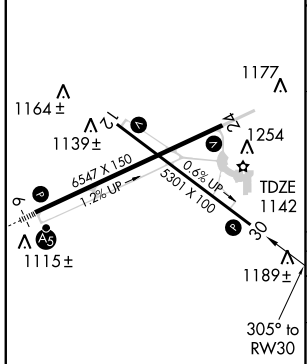
RNAV (GPS) RWY 30
FORT DODGE RGNL (FOD)

When VGSI inop, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cats C and D visibility ¼ mile.

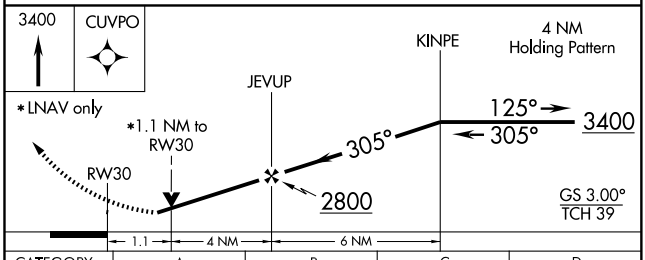
MISSED APPROACH: Climb to 3400 direct CUVPO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L





MIRL Rwy 12-30 L
HIRL Rwy 6-24 L
REIL Rwys 12, 24 and 30 L



CATEGORY	A	B	C	D
LPV DA	1424-1 282 (300-1)			
LNAV/VNAV DA	1474-1¼ 332 (400-1¼)			
LNAV MDA	1520-1 378 (400-1)			1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

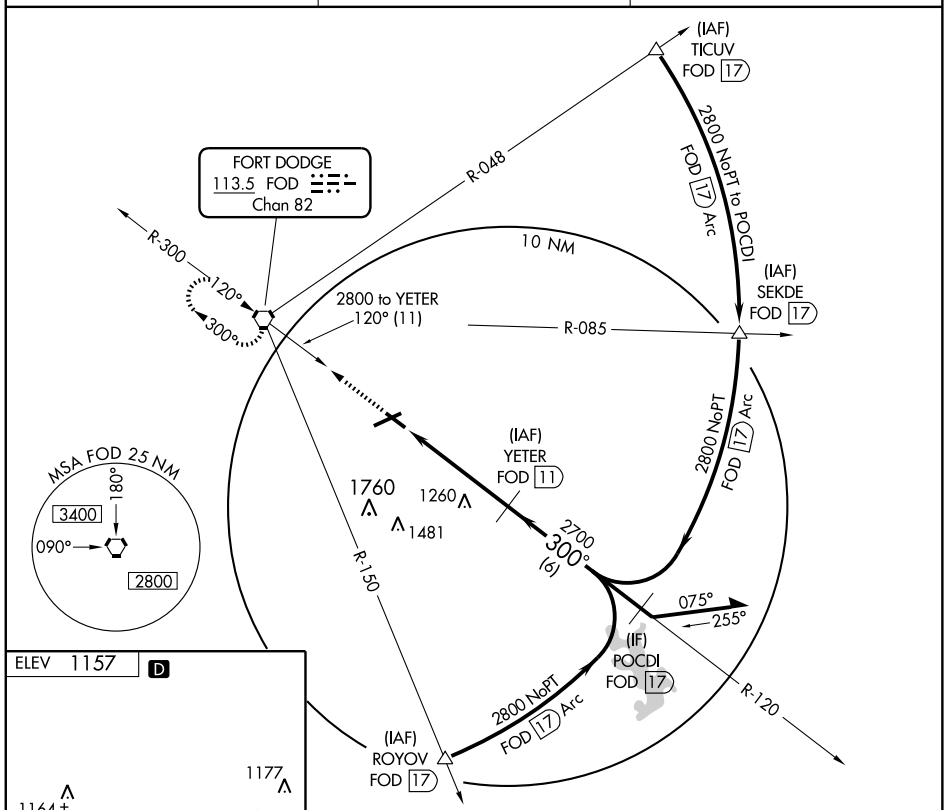
VORTAC FOD	APP CRS	Rwy ldg	5301
113.5	300°	TDZE	1142
Chan 82		Apt Elev	1157

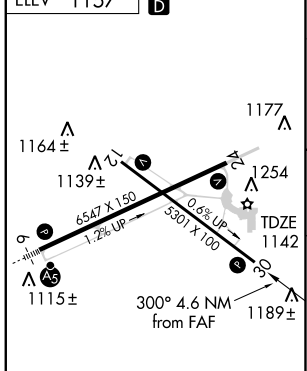
VOR/DME RWY 30
FORT DODGE RGNL (FOD)

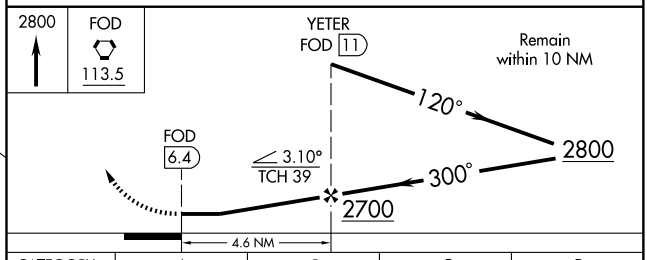
If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct FOD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-30	1520-1 378 (400-1)			1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L
HIRL Rwy 6-24 L

NC-3, 14 JAN 2010 to 11 FEB 2010

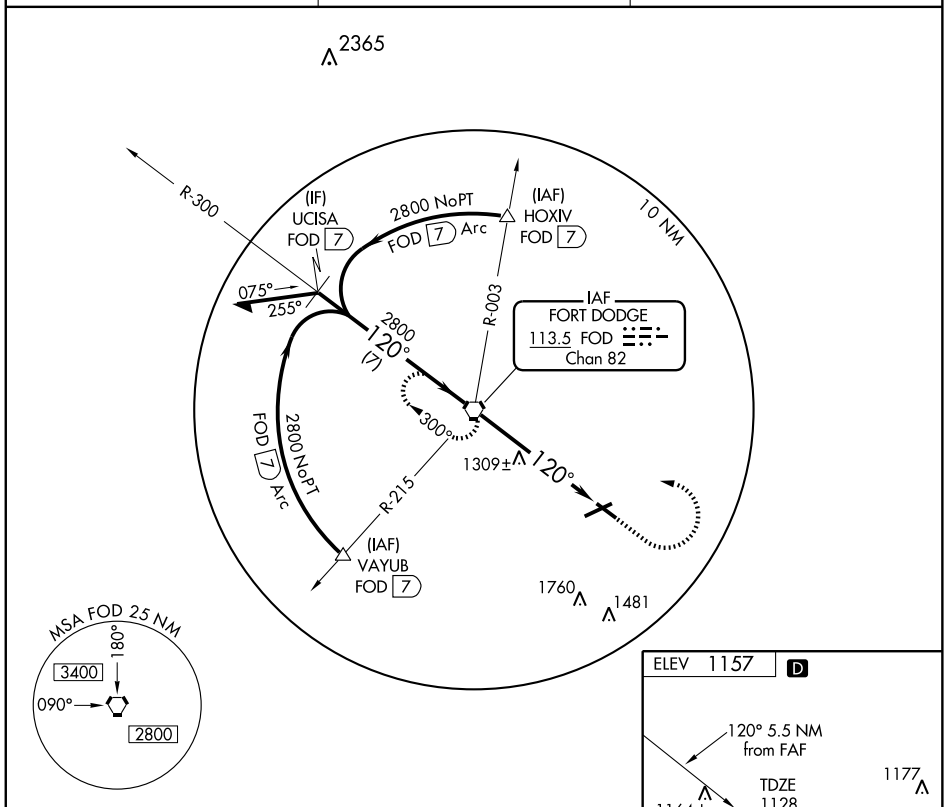
VORTAC FOD	APP CRS	Rwy ldg	5301
113.5	120°	TDZE	1128
Chan 82		Apt Elev	1157

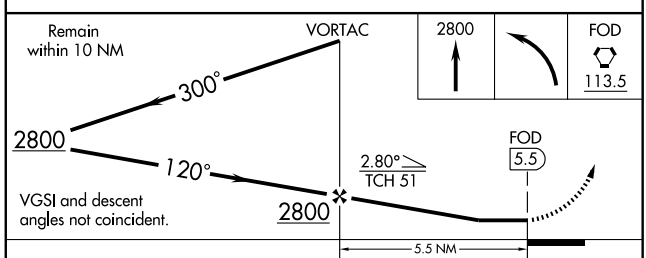
VOR RWY 12
FORT DODGE RGNL (FOD)

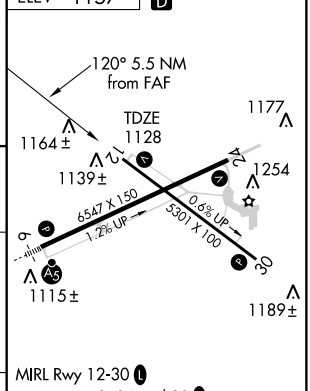
If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L







MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L
HIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-12	1560-1 432 (500-1)		1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-3, 14 JAN 2010 to 11 FEB 2010

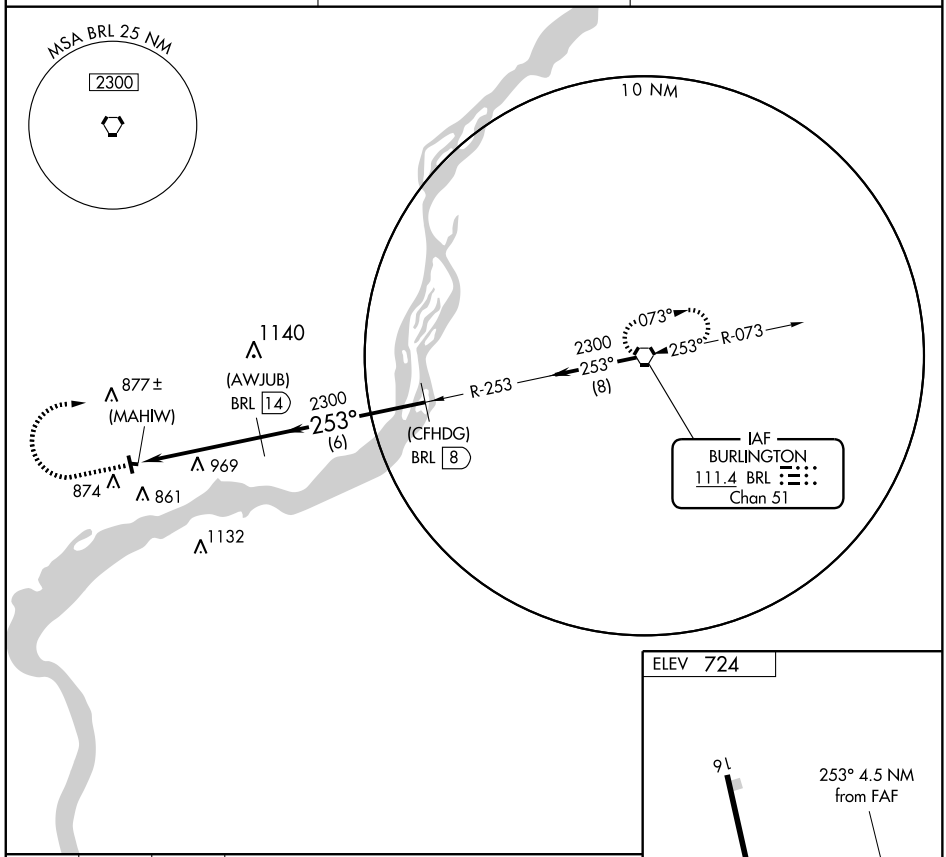
VORTAC BRL	APP CRS	Rwy Idg	N/A
111.4	253°	TDZE	N/A
Chan 51		Apt Elev	724

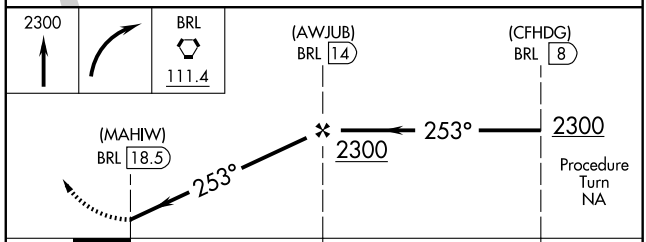
VOR/DME or GPS-A

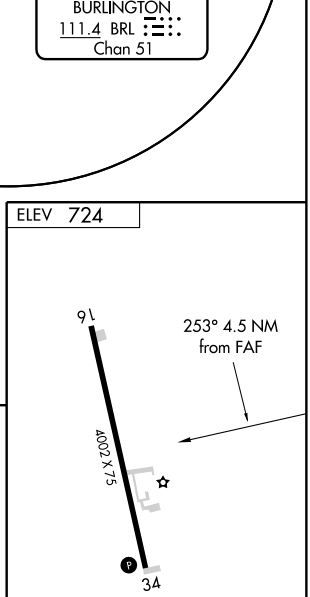
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then right turn direct BRL VORTAC and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.925	135.6 316.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1220-1 496 (500-1)		1220-1½ 496 (500-1½)	1280-2 556 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 L

NC-3, 14 JAN 2010 to 11 FEB 2010

FORT MADISON, IOWA

AL-5625 (FAA)

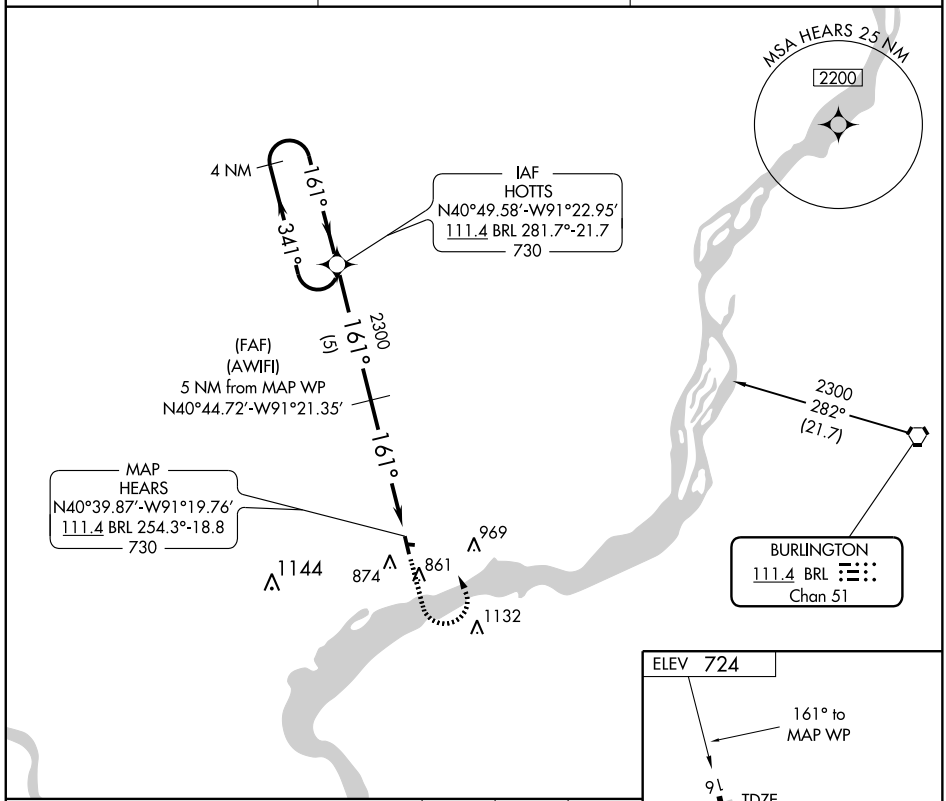
VORTAC BRL	APP CRS	Rwy ldg	4002
111.4	161°	TDZE	713
Chan 51		Apt Elev	724

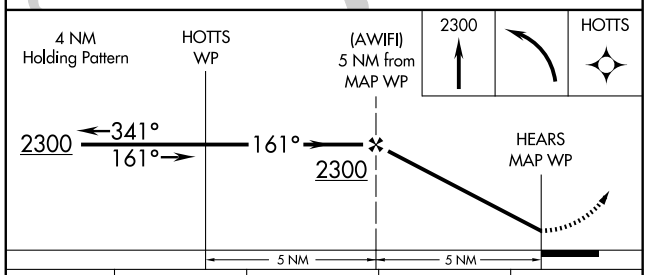
VOR/DME RNAV or GPS RWY 16

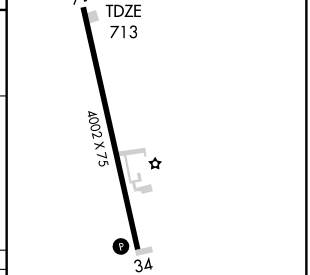
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then left turn direct HOTTS WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.925	135.6 316.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	1180-1	467 (500-1)	1180-1¼ 467 (500-1¼)	1180-1½ 467 (500-1½)
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 L

NC-3, 14 JAN 2010 to 11 FEB 2010

FORT MADISON, IOWA

AL-5625 (FAA)

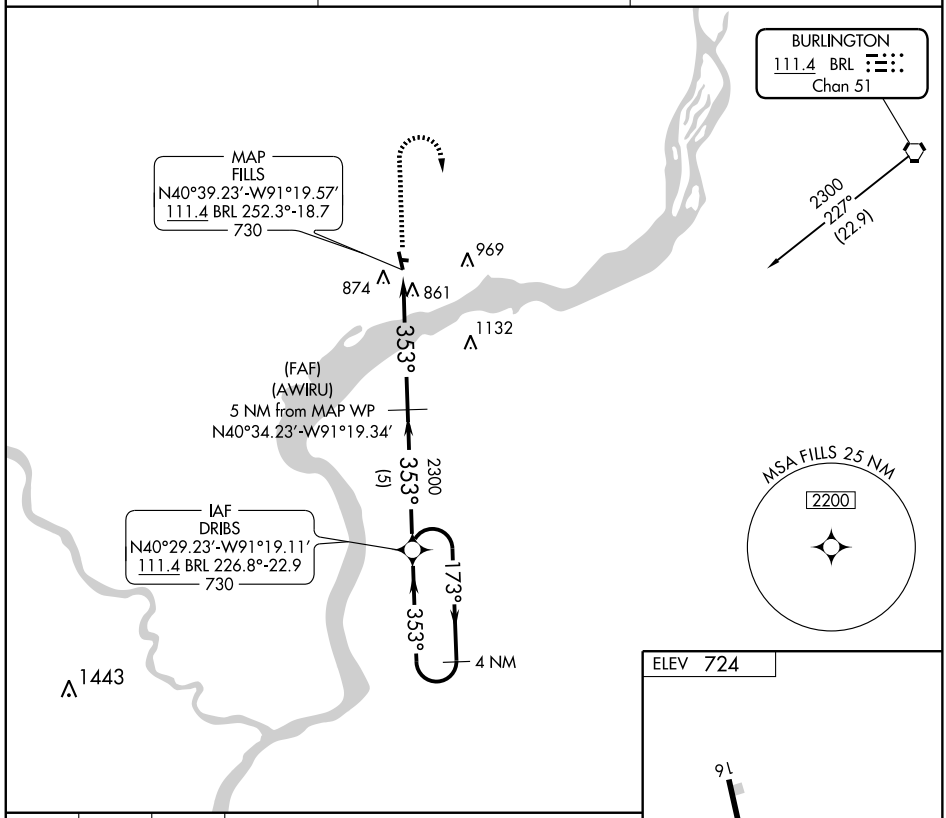
VORTAC BRL	APP CRS	Rwy ldg	4002
111.4	353°	TDZE	720
Chan 51		Apt Elev	724

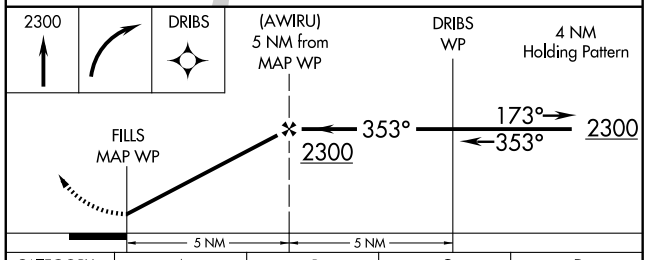
VOR/DME RNAV or GPS RWY 34

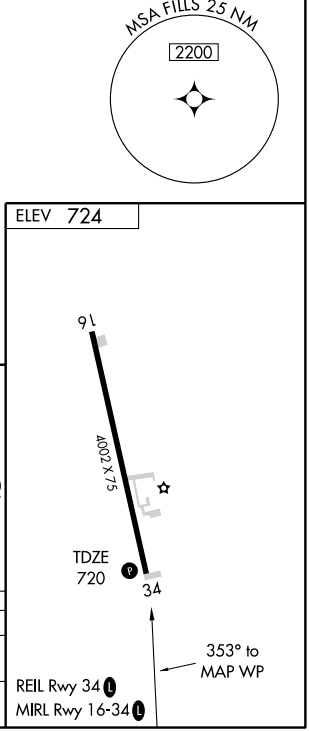
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then right turn direct DRIBS WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.925	135.6 316.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1300-1	580 (600-1)	1300-1½ 580 (600-1½)	1300-1¾ 580 (600-1¾)
CIRCLING	1300-1	576 (600-1)	1300-1½ 576 (600-1½)	1300-2 576 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB GFZ	APP CRS	Rwy ldg	2500
338	320°	TDZE	1361
		Apt Elev	1361

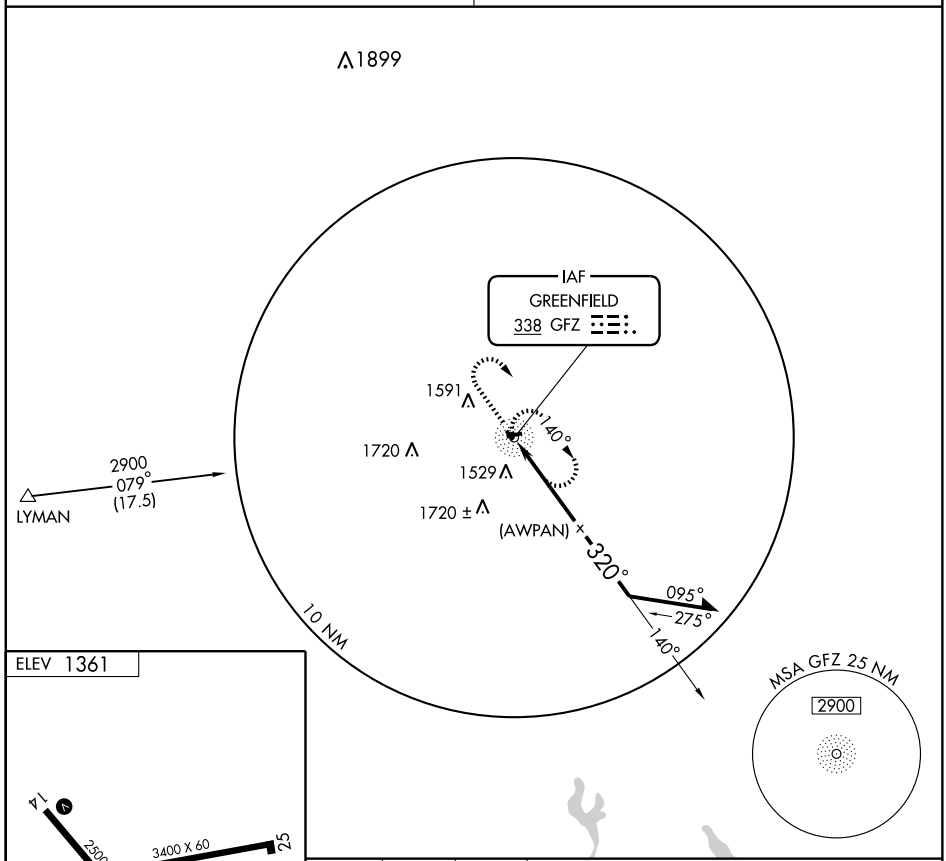
NDB or GPS RWY 32

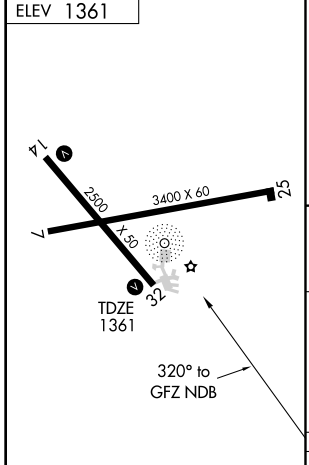
GREENFIELD MUNI (GFZ)

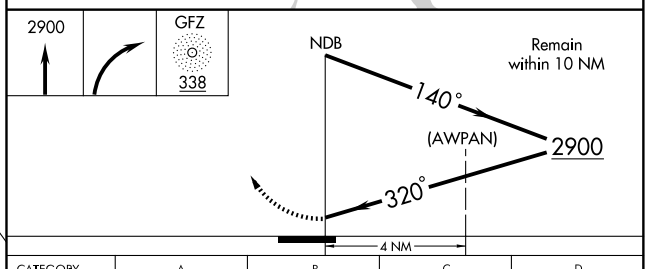
NA Use Creston altimeter setting; if not received, use Des Moines altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 2900 then right turn direct GFZ NDB and hold.

MINNEAPOLIS CENTER	(CTAF)
125.65 306.950	122.9 L







REIL Rwys 14 and 32 L
MIRL Rwys 7-25 and 14-32 L

CATEGORY	A	B	C	D
S-32	2000-1	639 (700-1)	NA	
CIRCLING	2000-1	639 (700-1)	NA	

NC-3. 14 JAN 2010 to 11 FEB 2010

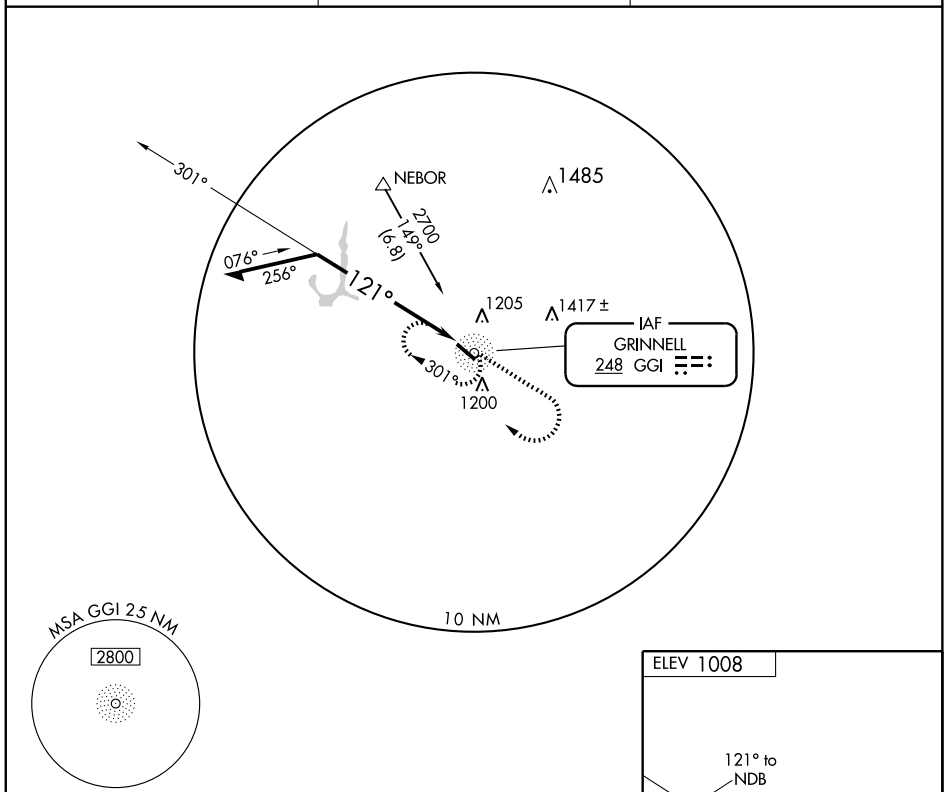
NDB GGI 248	APP CRS 121°	Rwy ldg 5000 TDZE 1005 Apt Elev 1008

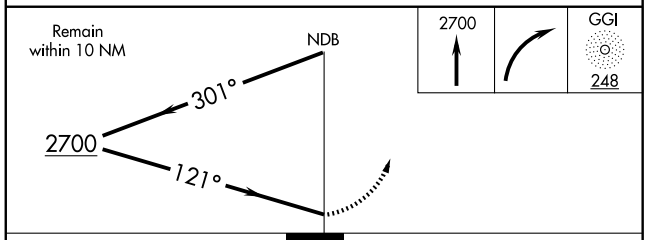
NDB RWY 13
GRINNELL RGNL (GGI)

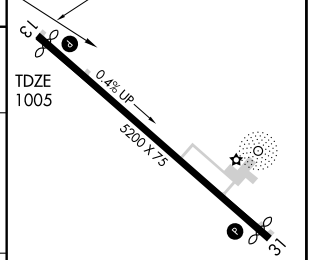
When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn direct GGI NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1620-1	615 (700-1)	1620-1¾ 615 (700-1¾)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3. 14 JAN 2010 to 11 FEB 2010

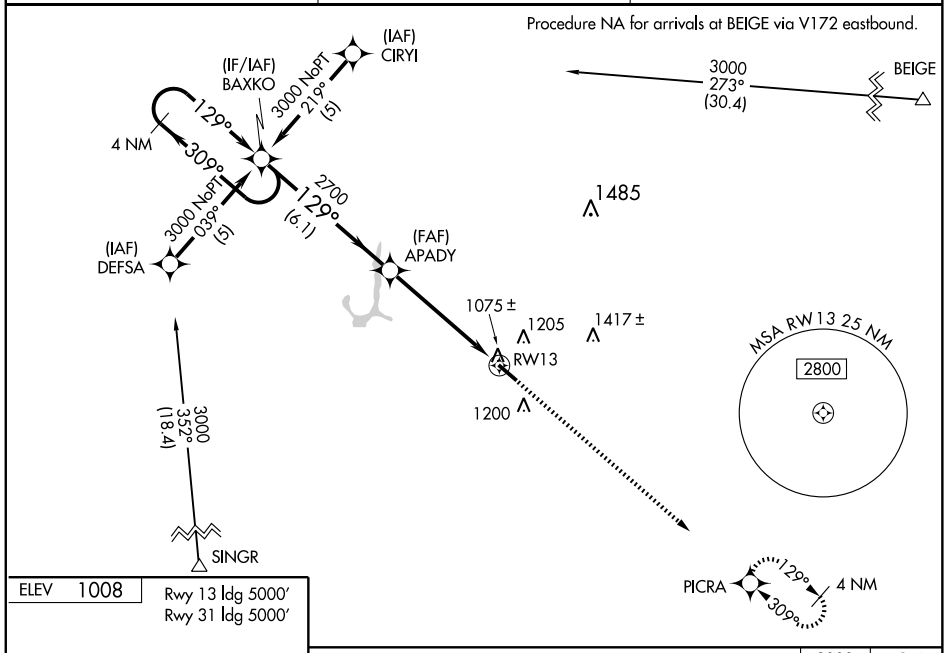
WAAS CH 58107 W13A	APP CRS 129°	Rwy ldg 5000 TDZE 1005 Apt Elev 1008

RNAV (GPS) RWY 13
GRINNELL RGNL (GGI)

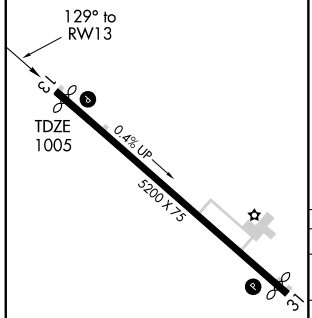
When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Newton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PICRA and hold.

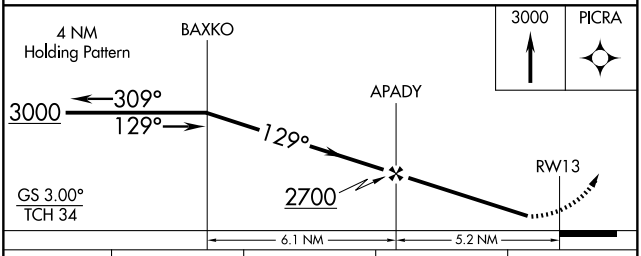
AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L



ELEV 1008	Rwy 13 ldg 5000′ Rwy 31 ldg 5000′



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1284-1 279 (300-1)			NA
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA
LNAV MDA	1480-1 475 (500-1)		1480-1¼ 475 (500-1¼)	NA
CIRCLING	1620-1 612 (700-1)		1620-1¾ 612 (700-1¾)	NA

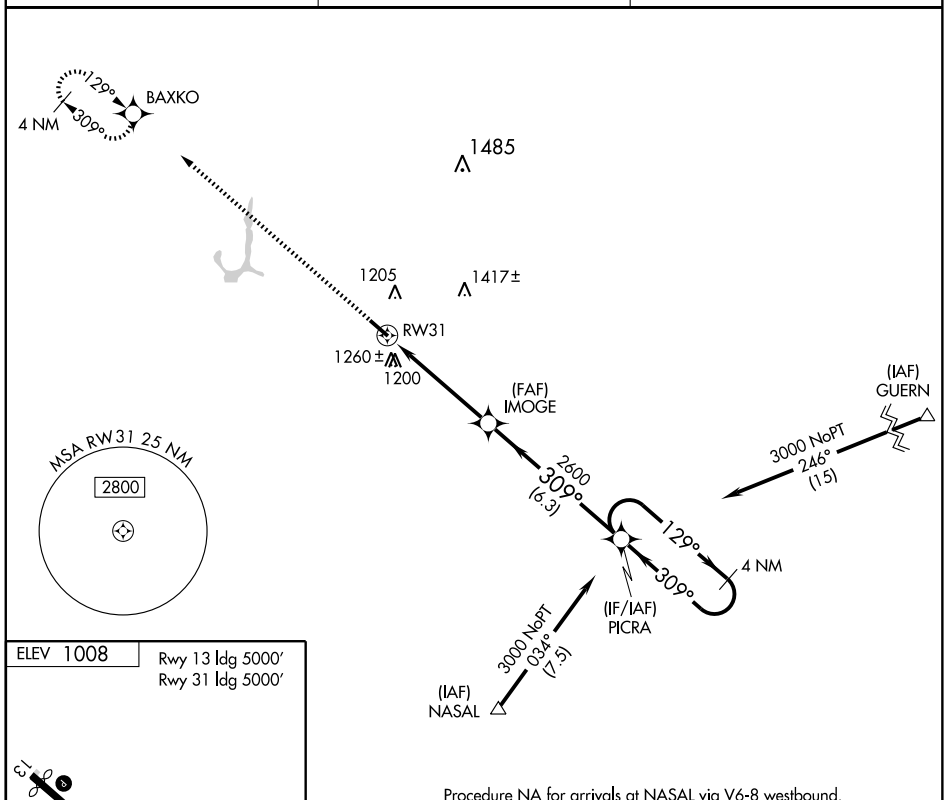
APP CRS	Rwy ldg	5000
309°	TDZE	1008
	Apt Elev	1008

RNAV (GPS) RWY 31
GRINNELL RGNL (GGI)

When local altimeter seting not received, use Newton altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

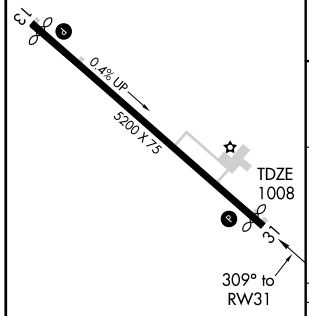
AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L



Procedure NA for arrivals at NASAL via V6-8 westbound.

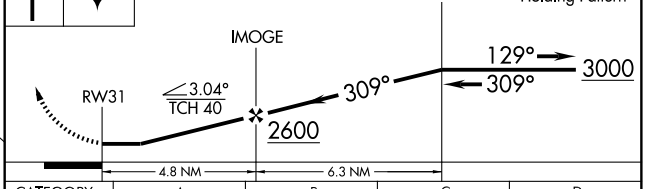
ELEV 1008

Rwy 13 ldg 5000′
Rwy 31 ldg 5000′



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

3000 BAXKO VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	1560-1	552 (600-1)	1560-1½ 552 (600-1½)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

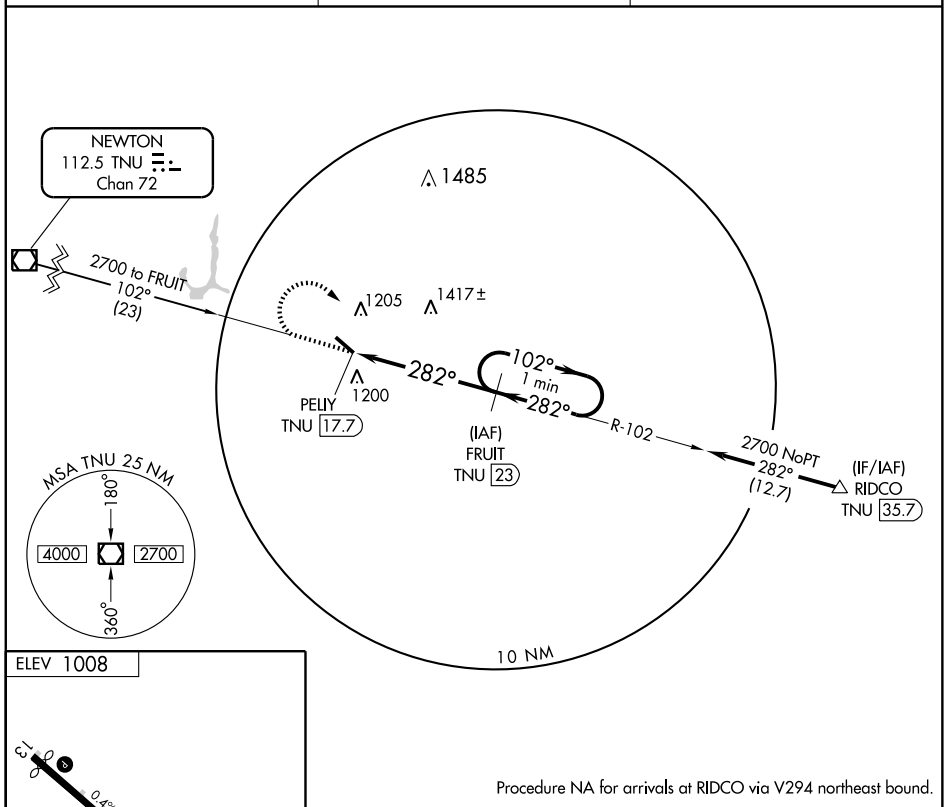
VOR/DME TNU	APP CRS	Rwy ldg	5000
112.5	282°	TDZE	1008
Chan 72		Apt Elev	1008

VOR/DME RWY 31
GRINNELL RGNL (GGI)

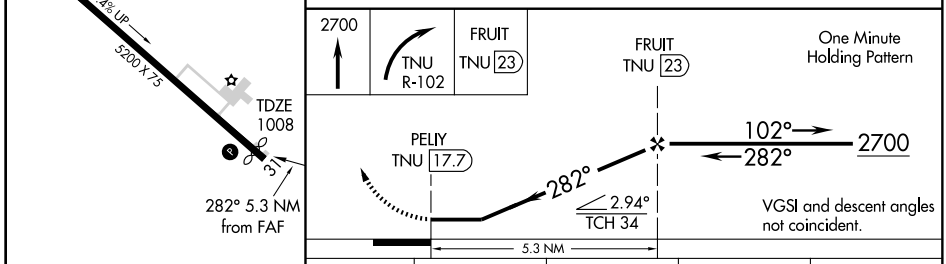
When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L



Procedure NA for arrivals at RIDCO via V294 northeast bound.



CATEGORY	A	B	C	D
S-31	1680-1	672 (700-1)	1680-2 672 (700-2)	NA
CIRCLING	1680-1	672 (700-1)	1680-2 672 (700-2)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3400
357°	TDZE	1221
	Apt Elev	1221

GPS RWY 36

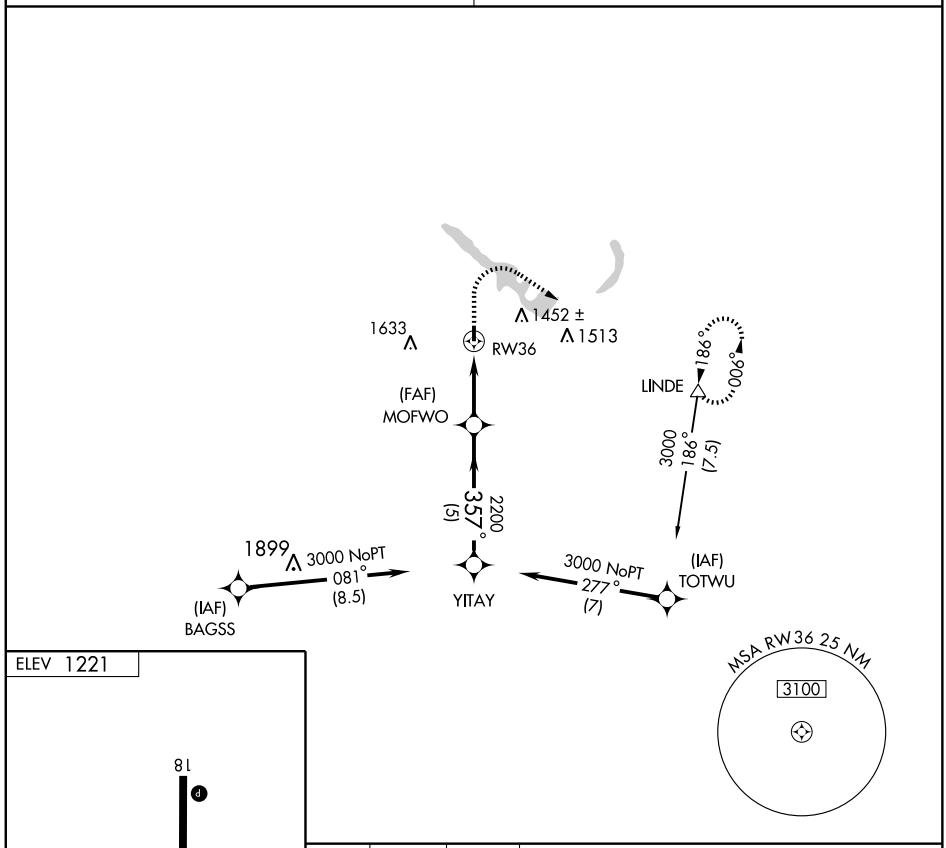
GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

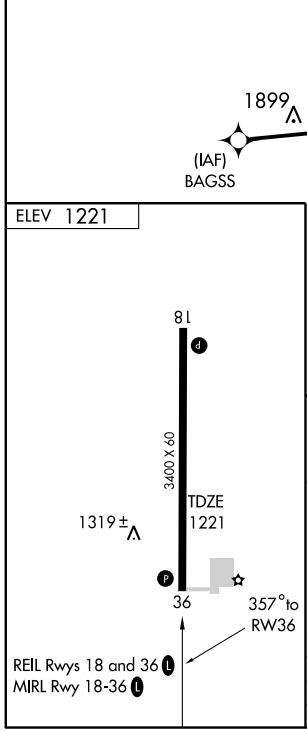
Use Audubon County altimeter setting.

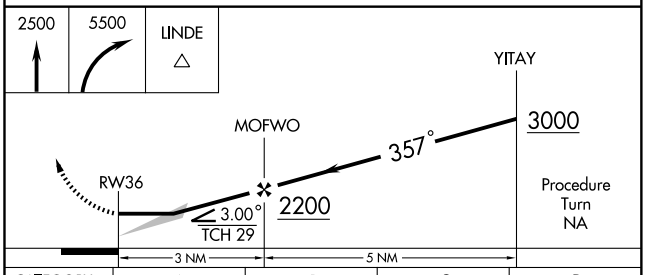
NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 5500 direct LINDE Int and hold.

DES MOINES APP CON	UNICOM
135.2 360.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S- 36	1640-1 419 (500-1)		NA	
CIRCLING	1720-1 499 (500-1)		NA	

NDB GCT	APP CRS	Rwy ldg	3400
516	170°	TDZE	1221
		Apt Elev	1221

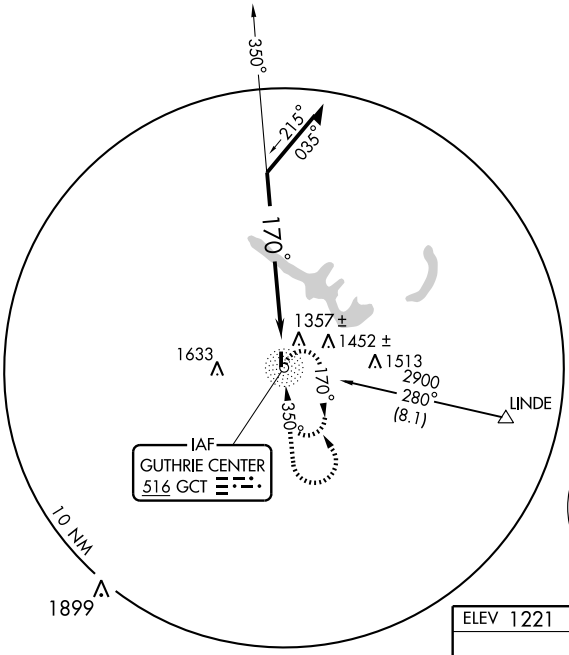
NDB RWY 18

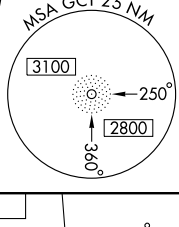
GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

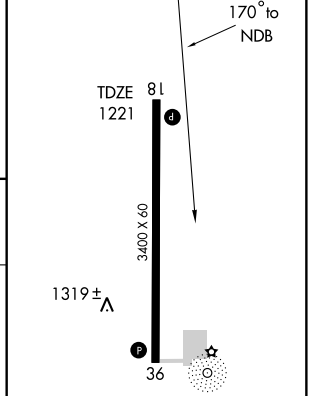
Use Audubon County altimeter setting.

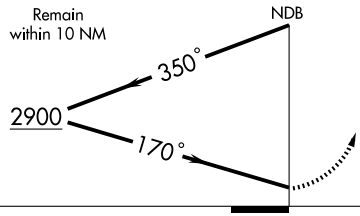
MISSED APPROACH: Climb to 2700, then climbing left turn to 2900 direct GCT NDB and hold.

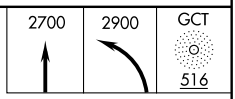
DES MOINES APP CON	UNICOM
135.2 360.7	122.8 (CTAF) L











CATEGORY	A	B	C	D
S-18	1780-1	559 (600-1)	NA	
CIRCLING	1780-1	559 (600-1)	NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

HAMPTON, IOWA

AL-6197 (FAA)

NDB RWY 17
HAMPTON MUNI (HPT)

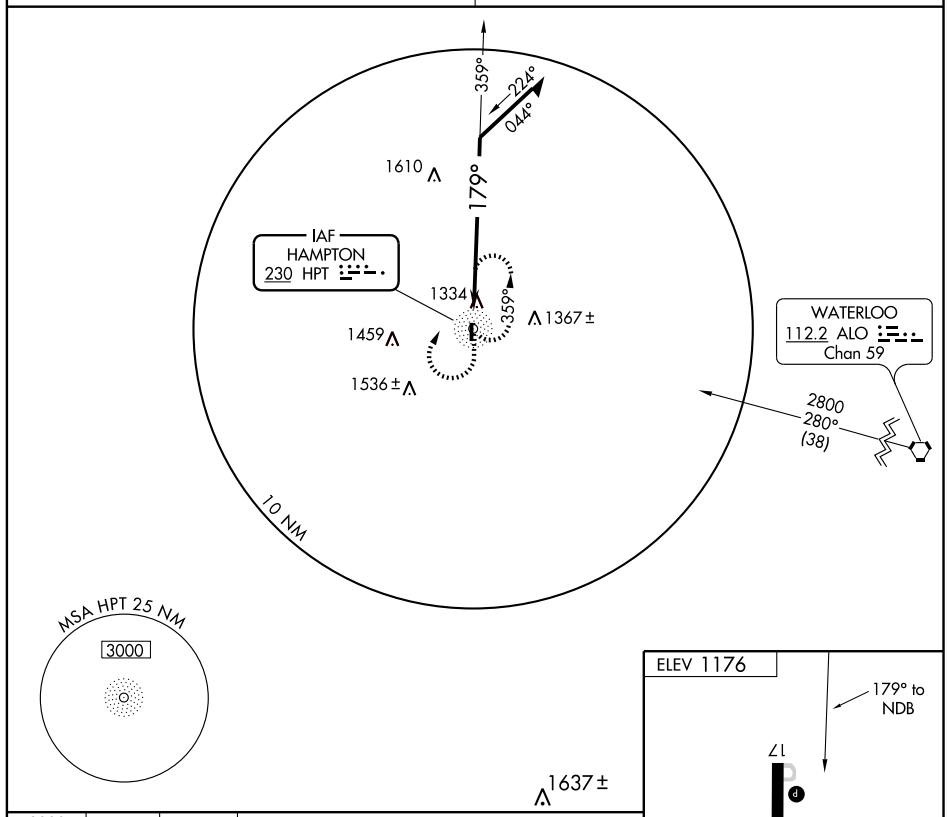
NDB HPT	APP CRS	Rwy ldg	4018
230	179°	TDZE	1176
		Apt Elev	1176

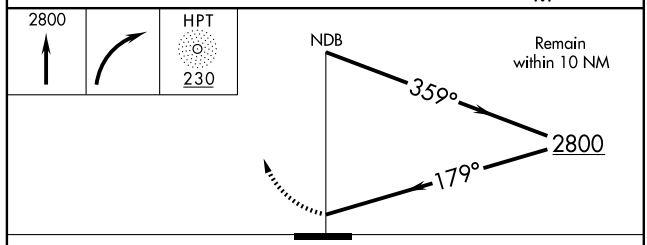
NA

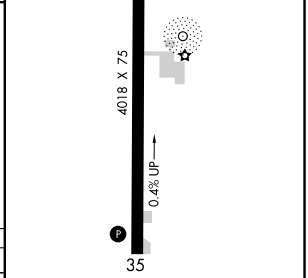
Use Mason City altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct HPT NDB and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.7 (CTAF) L







MIRL Rwy 17-35 L
REIL Rwys 17 and 35

CATEGORY	A	B	C	D
S-17	2080-1¼ 904 (1000-1¼)		NA	
CIRCLING	2080-1¼ 904 (1000-1¼)		NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

HAMPTON, IOWA

AL-6197 (FAA)

RNAV (GPS) RWY 17
HAMPTON MUNI (HPT)

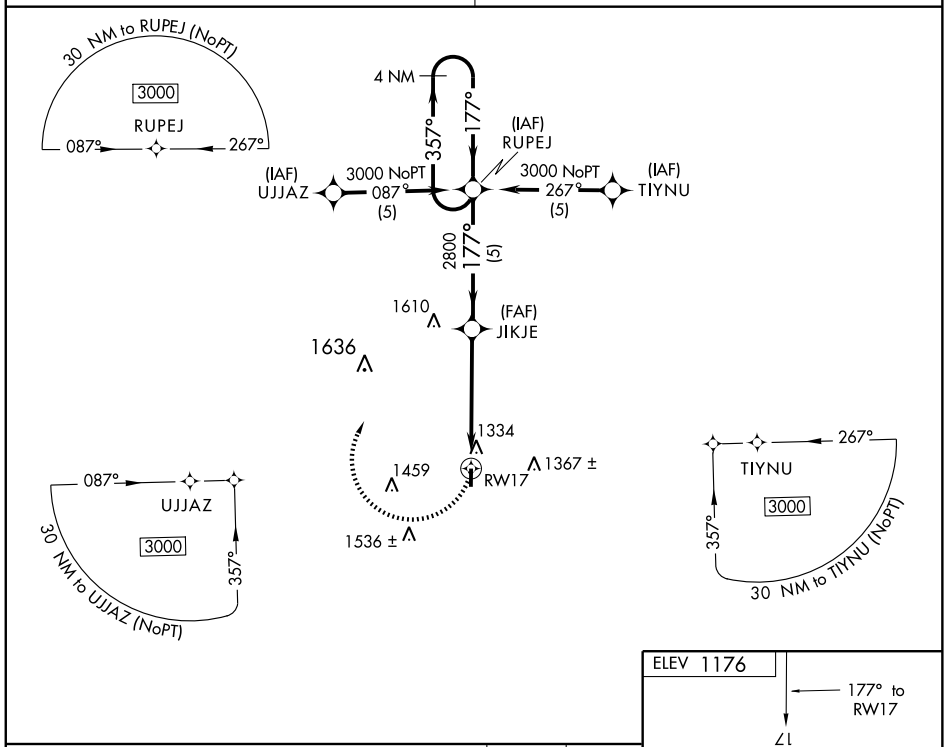
APP CRS	Rwy ldg	4018
177°	TDZE	1176
	Apt Elev	1176

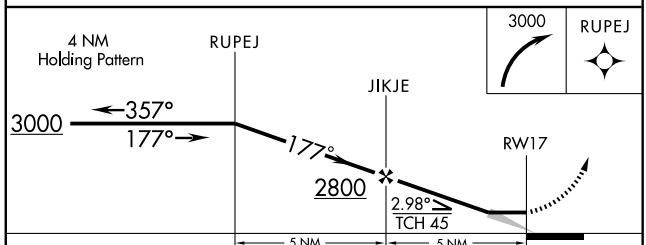
Use Mason City altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct RUPEJ WP and hold.

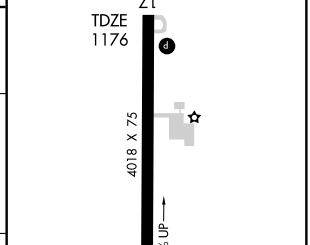
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1660-1 484 (500-1)		NA	
CIRCLING	1740-1 564 (600-1)	1860-1 684 (700-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35

NC-3, 14 JAN 2010 to 11 FEB 2010

HAMPTON, IOWA

AL-6197 (FAA)

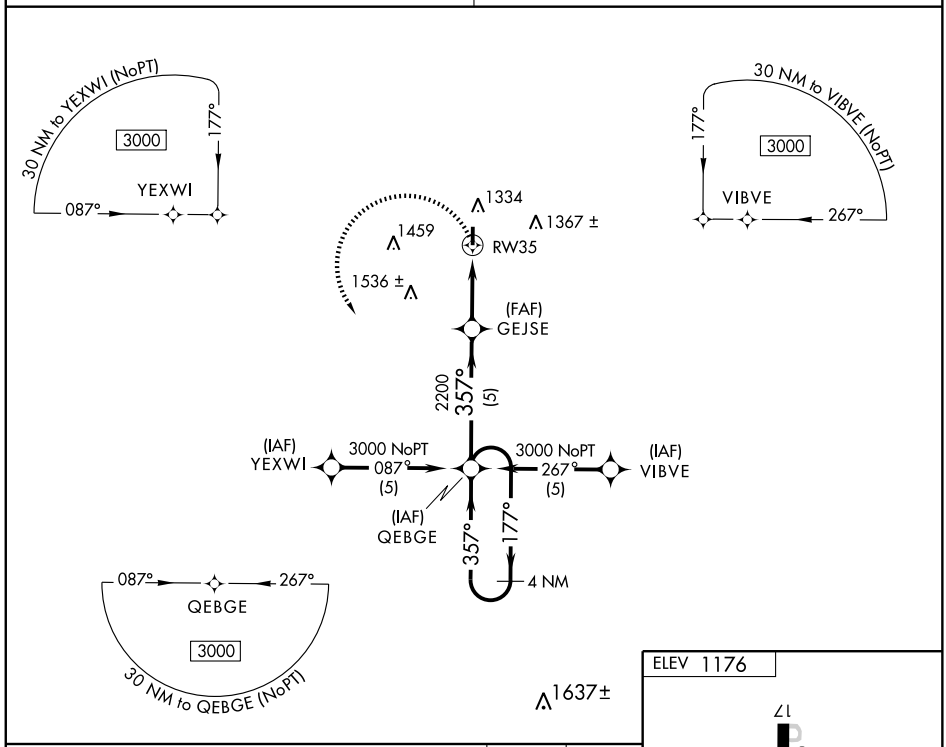
RNAV (GPS) RWY 35
HAMPTON MUNI (HPT)

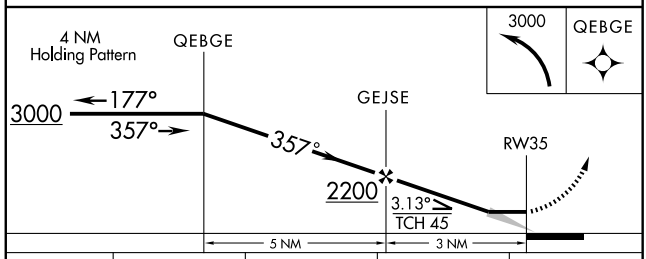
APP CRS	Rwy ldg	4018
357°	TDZE	1175
	Apt Elev	1176

Use Mason City altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

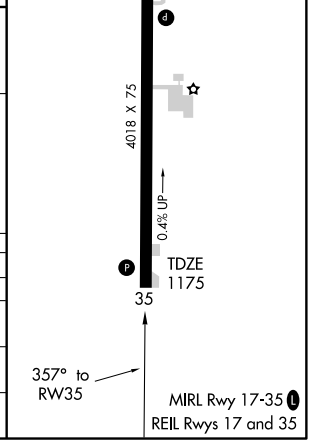
MISSED APPROACH: Climbing left turn to 3000 direct QEBGE WP and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1880-1 705 (800-1)		NA	
CIRCLING	1880-1 704 (800-1)		NA	



NC-3, 14 JAN 2010 to 11 FEB 2010

HAMPTON, IOWA

AL-6197 (FAA)

VOR/DME RWY 35
HAMPTON MUNI (HPT)

VORTAC MCW	APP CRS	Rwy ldg 4018
114.9	343°	TDZE 1175
Chan 96		Apt Elev 1176

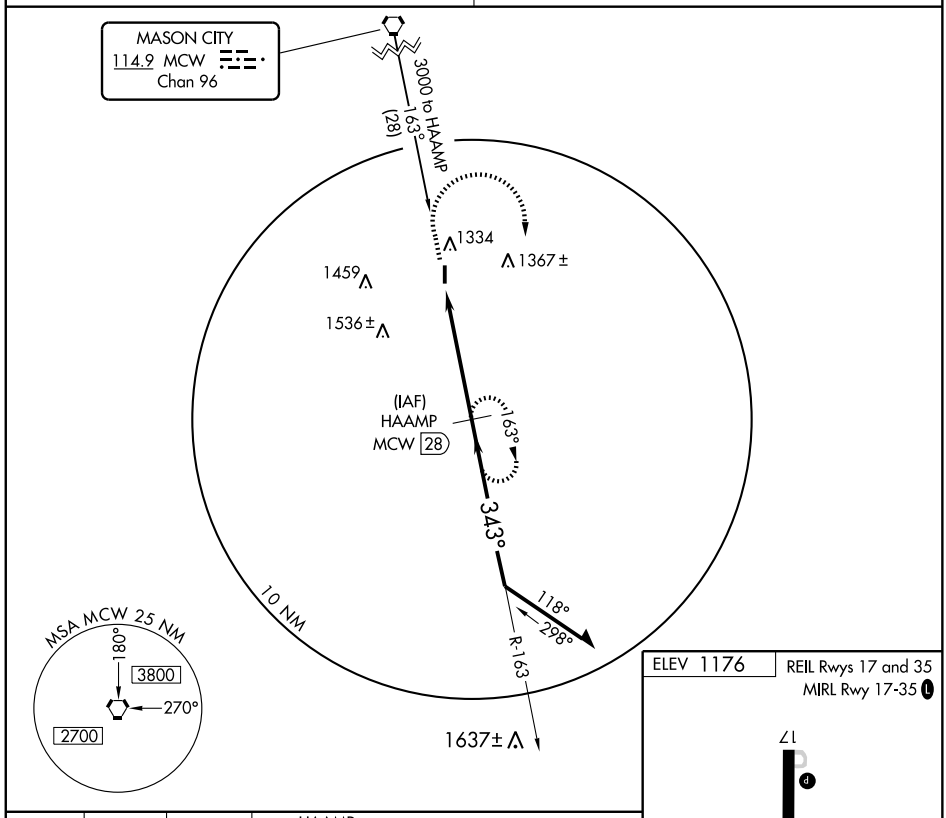
NA

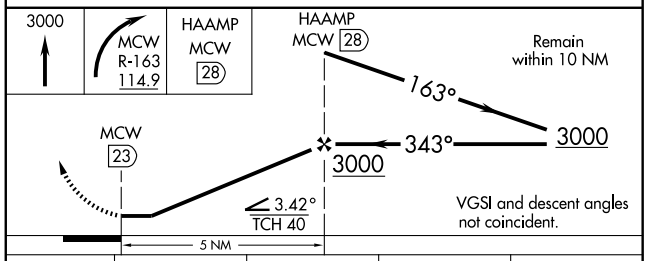
Use Mason City altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.

MINNEAPOLIS CENTER
134.0 288.3

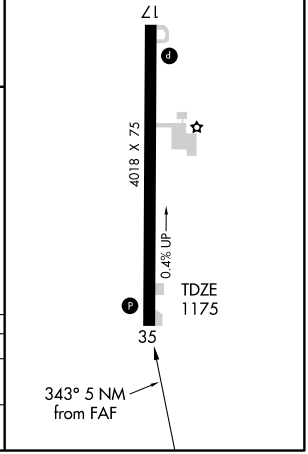
UNICOM
122.7 (CTAF) L





ELEV 1176

REIL Rwys 17 and 35
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-35	1880-1 705 (800-1)	1880-1¼ 705 (800-1¼)	NA	
CIRCLING	1880-1 704 (800-1)	1880-1¼ 704 (800-1¼)	NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

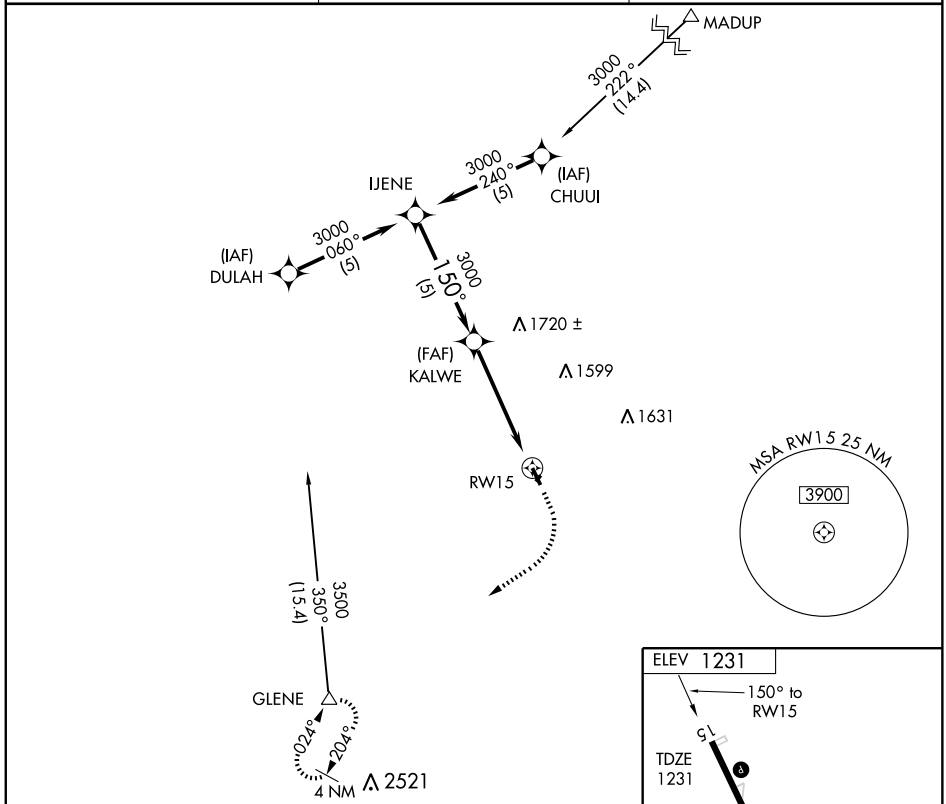
APP CRS	Rwy ldg	4100
150°	TDZE	1231
	Apt Elev	1231

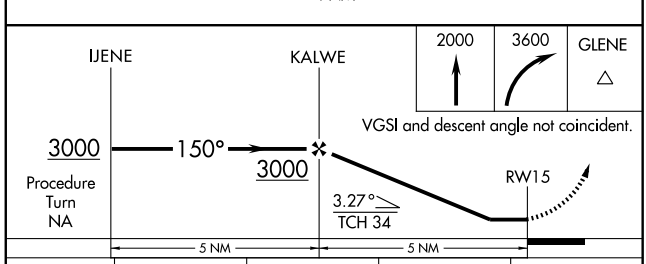
GPS RWY 15
HARLAN MUNI (HNR)

T
NA

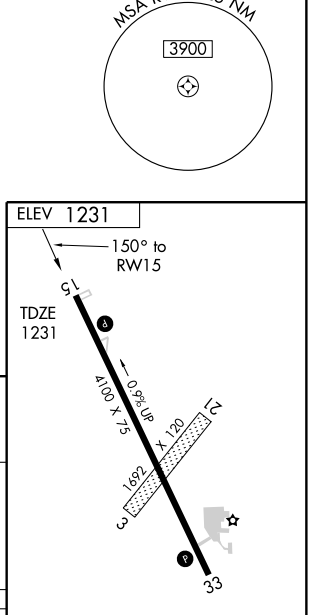
MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.325	124.5 263.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	1780-1 549 (600-1)		NA	
CIRCLING	1780-1 549 (600-1)		NA	



MIRL Rwy 15-33 L

NC-3, 14 JAN 2010 to 11 FEB 2010

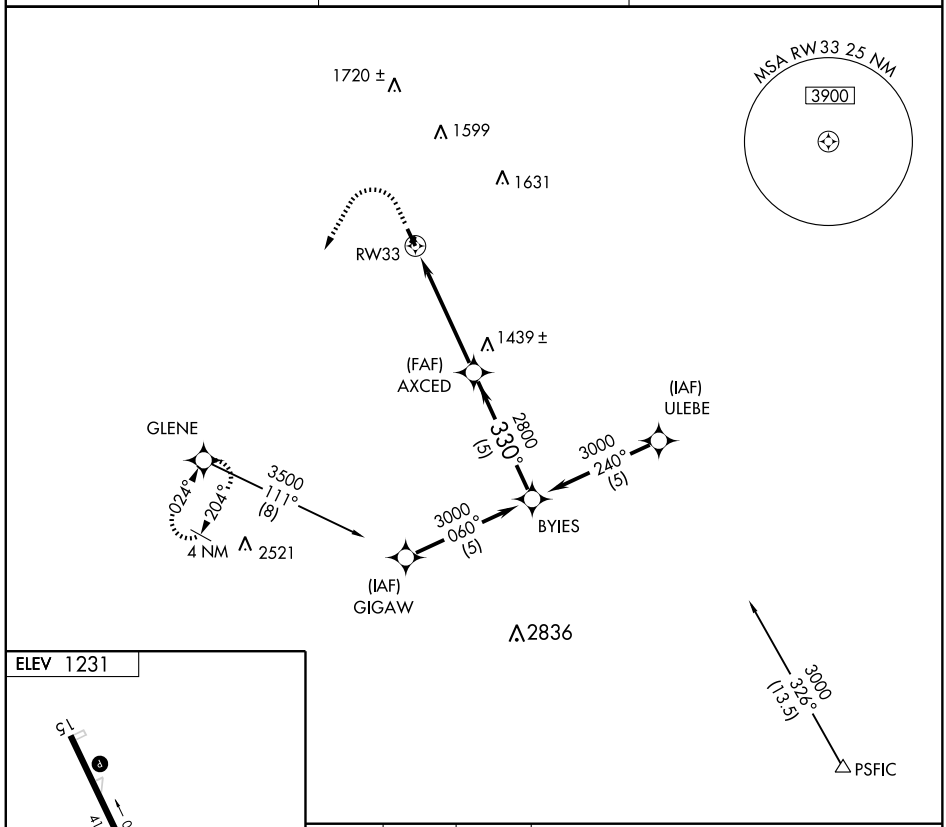
APP CRS	Rwy ldg	4100
330°	TDZE	1215
	Apt Elev	1231

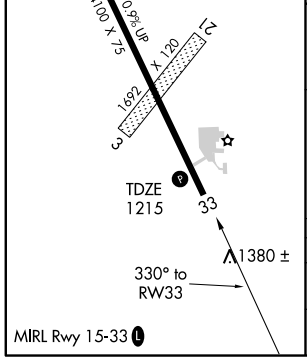
GPS RWY 33
HARLAN MUNI (HNR)

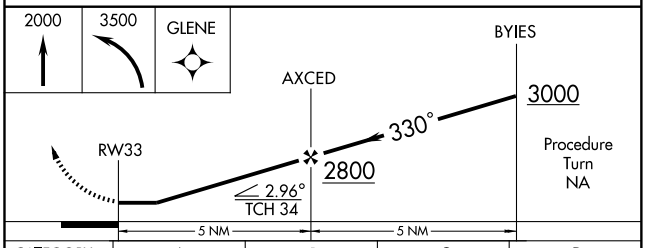
T
NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3500 direct GLENE WP and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.325	124.5 263.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	1640-1	425 (500-1)	NA	
CIRCLING	1780-1	549 (600-1)	NA	

NDB IIB	APP CRS	Rwy ldg	5500
206	186°	TDZE	977
		Apt Elev	978

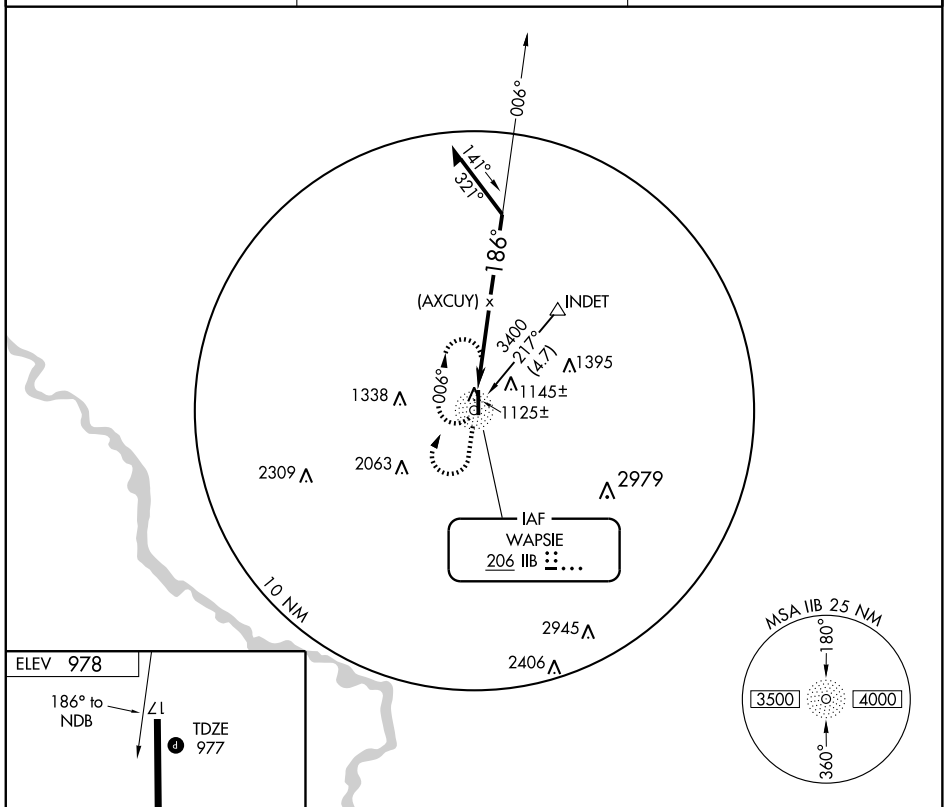
NDB or GPS RWY 17
INDEPENDENCE MUNI (IIB)

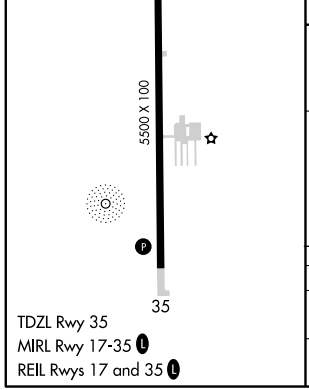
T NA

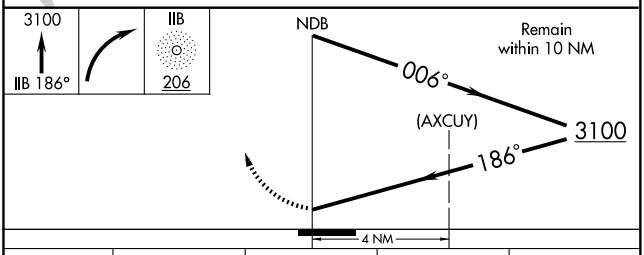
Use Waterloo altimeter setting.

MISSED APPROACH: Climb to 3100 via IIB 186° bearing then right turn direct IIB NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
120.825	118.9 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA
CIRCLING	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA

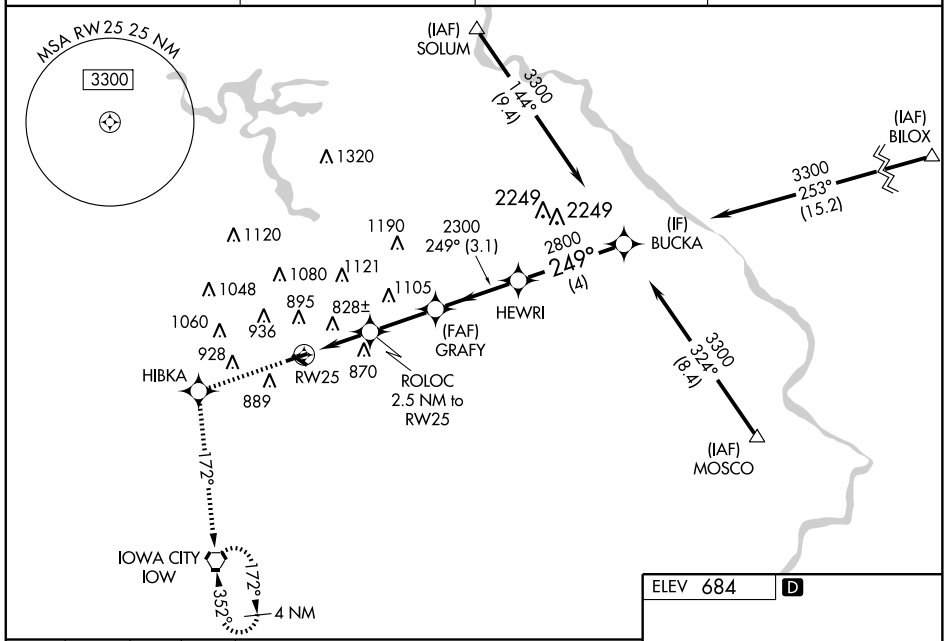
WAAS CH 58207 W25A	APP CRS 249°	Rwy ldg 4196 TDZE 657 Apt Elev 684

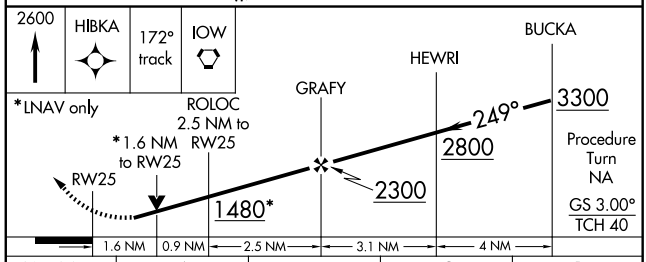
RNAV (GPS) RWY 25
IOWA CITY MUNI (IOW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet.
Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting.

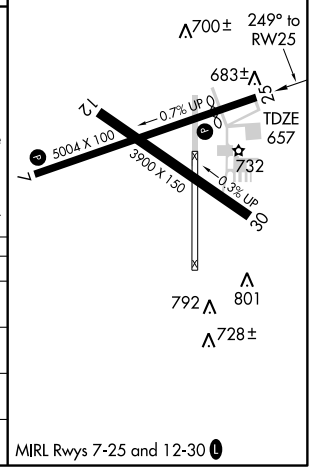
MISSED APPROACH: Climb to 2600 direct HIBKA and via 172° track to IOW VORTAC and hold.

ASOS	CEDAR RAPIDS APP CON*	CLNC DEL	UNICOM
128.075	119.7 266.8	119.05	122.8 (CTAF) L





CATEGORY		A	B	C	D
LPV	DA	1051-1½ 394 (400-1½)		NA	
LNAV/VNAV	DA	1161-1¾ 504 (500-1¾)		NA	
LNAV	MDA	1200-1 543 (600-1)		NA	
CIRCLING		1260-1 576 (600-1)		NA	



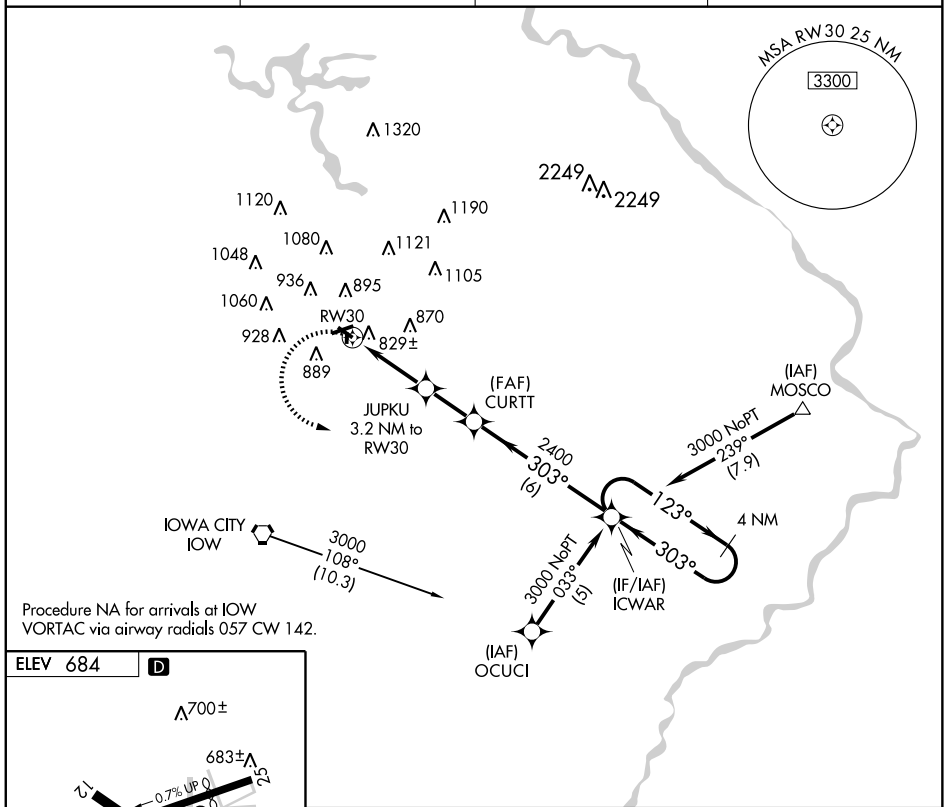
APP CRS	Rwy ldg	3900
303°	TDZE	656
	Apt Elev	684

RNAV (GPS) RWY 30
IOWA CITY MUNI (IOW)

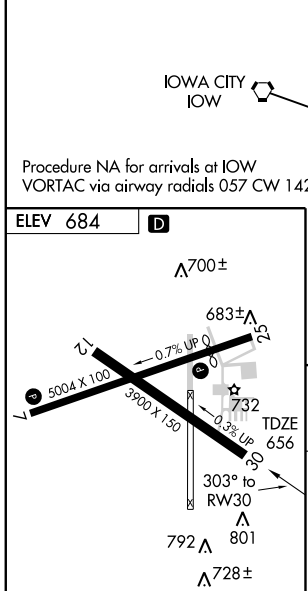
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

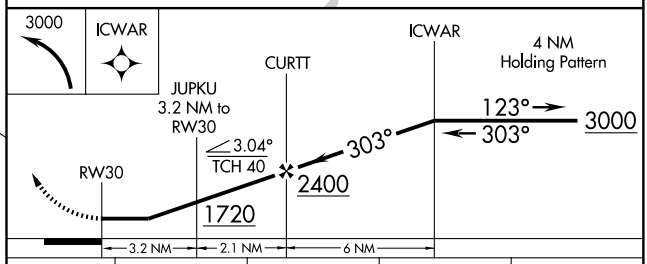
ASOS	CEDAR RAPIDS APP CON *	CLNC DEL	UNICOM
128.075	119.7 266.8	119.05	122.8 (CTAF) L



Procedure NA for arrivals at IOW VORTAC via airway radials 057 CW 142.



MIRL Rwys 7-25 and 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	1100-1 444 (500-1)		NA	
CIRCLING	1260-1 576 (600-1)		NA	

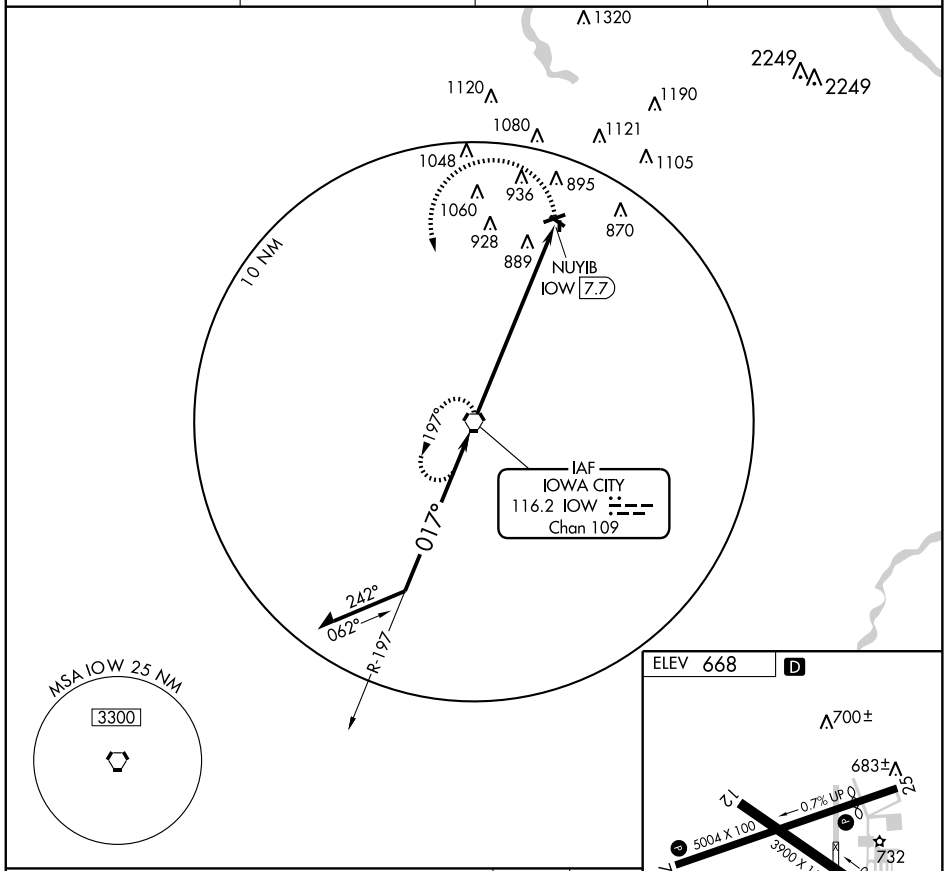
VORTAC IOW 116.2 Chan 109	APP CRS 017°	Rwy ldg N/A TDZE N/A Apt Elev 668

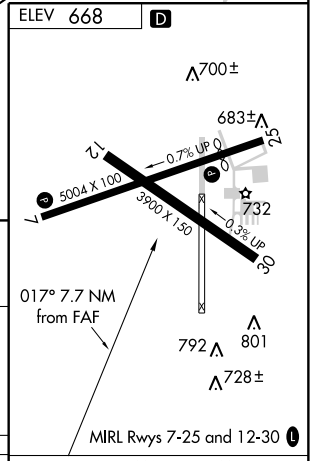
VOR-A
IOWA CITY MUNI (IOW)

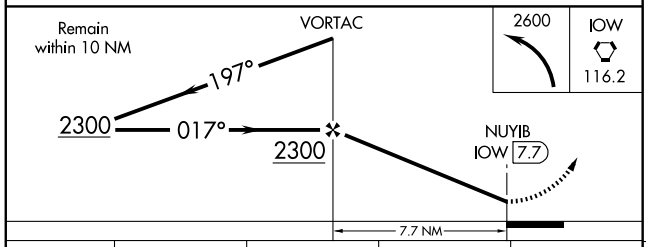
If local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct IOW VORTAC and hold.

ASOS	CEDAR RAPIDS APP CON ★	CLNC DEL	UNICOM
128.075	119.7 266.8	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1280-1 612 (700-1)		NA	

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB IFA	APP CRS	Rwy ldg	4001
368	330°	TDZE	1137
		Apt Elev	1137

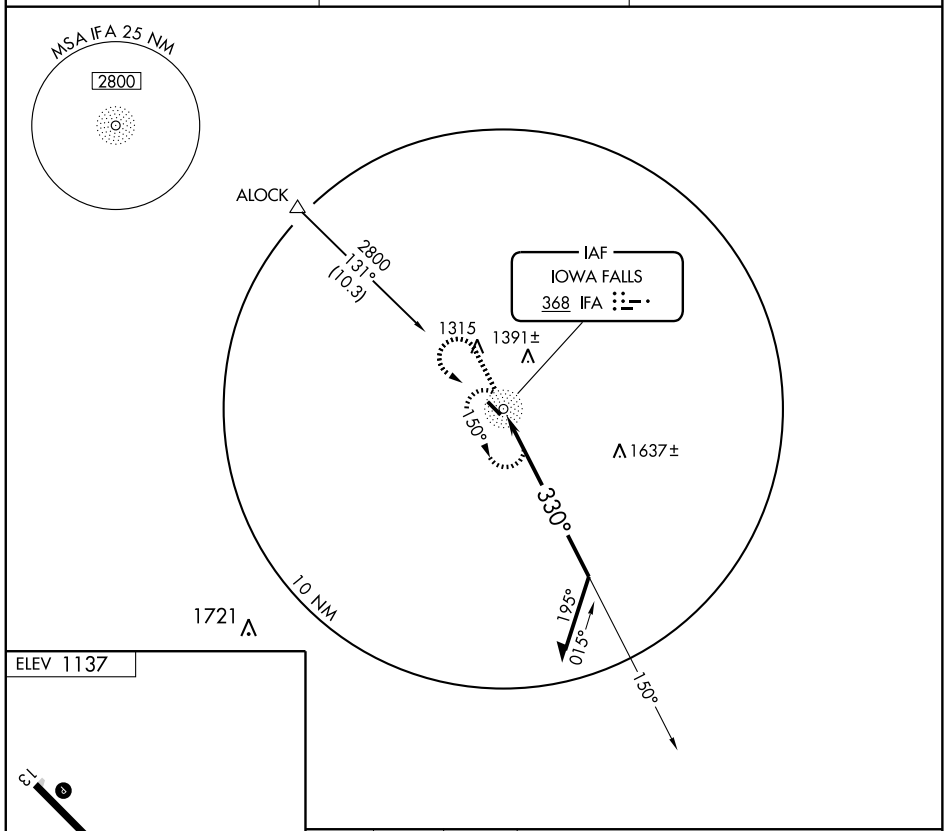
NDB RWY 31
IOWA FALLS MUNI (IFA)

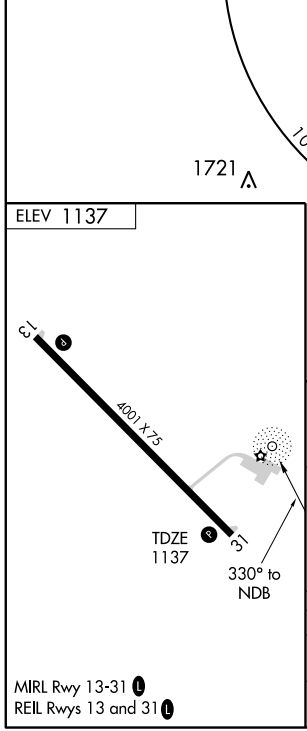
NA

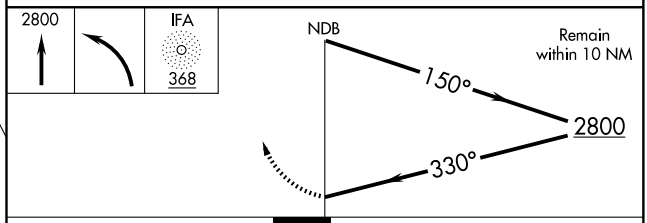
When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 then left turn direct IFA NDB and hold.

AWOS	WATERLOO APP CON ★	UNICOM
120.425	118.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1720-1	583 (600-1)	NA	
CIRCLING	1720-1	583 (600-1)	NA	

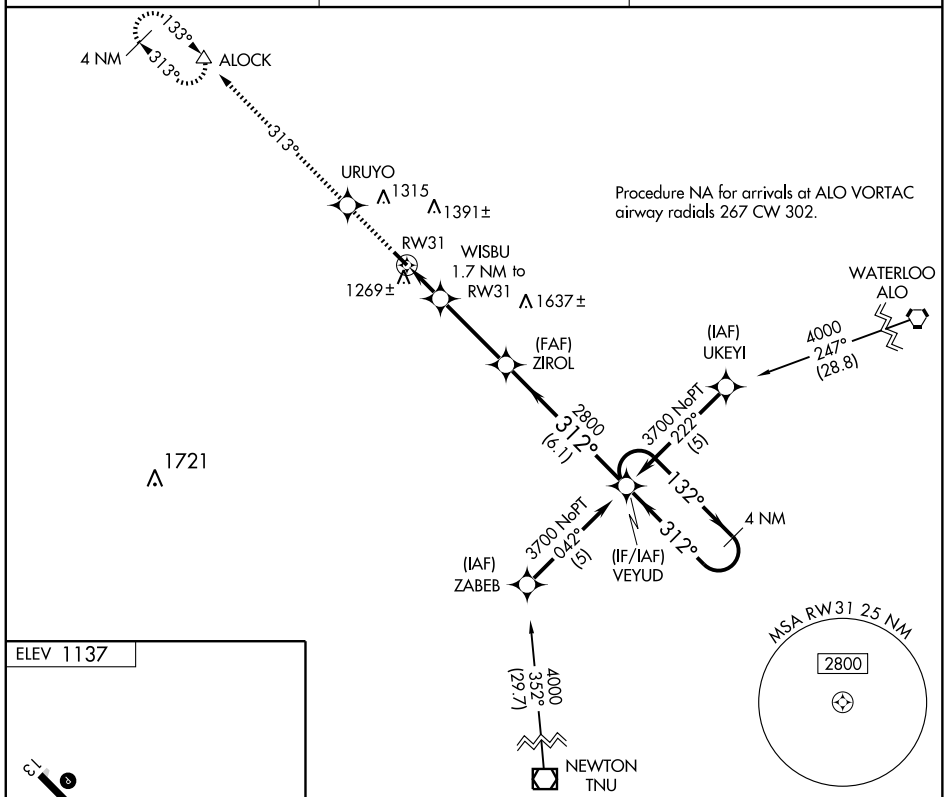
APP CRS	Rwy ldg	4001
312°	TDZE	1137
	Apt Elev	1137

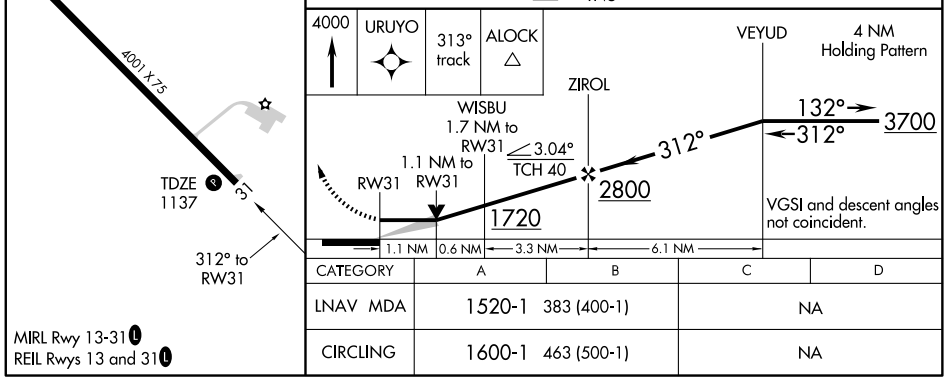
RNAV (GPS) RWY 31
IOWA FALLS MUNI (IFA)

DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.
VDP NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 4000 direct URUYO and via 313° track to ALOCK and hold, continue climb-in-hold to 4000.

AWOS	WATERLOO APP CON ★	UNICOM
120.425	118.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1520-1 383 (400-1)		NA	
CIRCLING	1600-1 463 (500-1)		NA	

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

APP CRS	Rwy ldg	3198
140°	TDZE	1042
	Apt Elev	1048

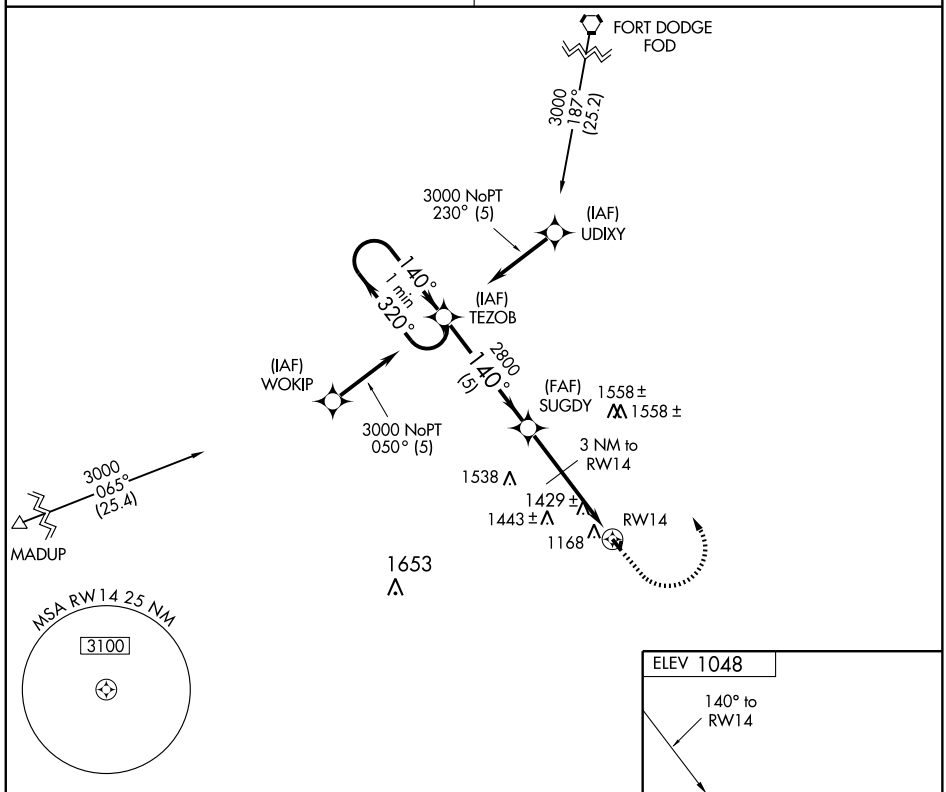
GPS RWY 14
JEFFERSON MUNI (EFW)

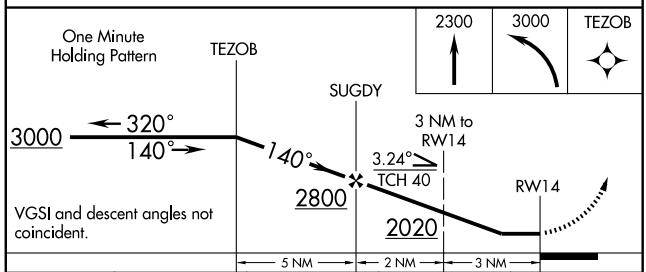
T
NA

Use Arthur N. Neu altimeter setting.

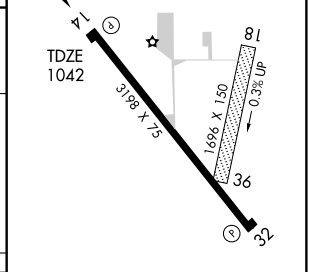
MISSED APPROACH: Climb to 2300, then climbing left turn to 3000 direct TEZOB WP and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	**122.8** (CTAF) L





CATEGORY	A	B	C	D
S-14	1800-1 758 (800-1)	1800-1¼ 758 (800-1¼)	NA	
CIRCLING	1800-1 752 (800-1)	1860-1¼ 812 (900-1¼)	NA	



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS 320°	Rwy ldg 3198
	TDZE 1048
	Apt Elev 1048

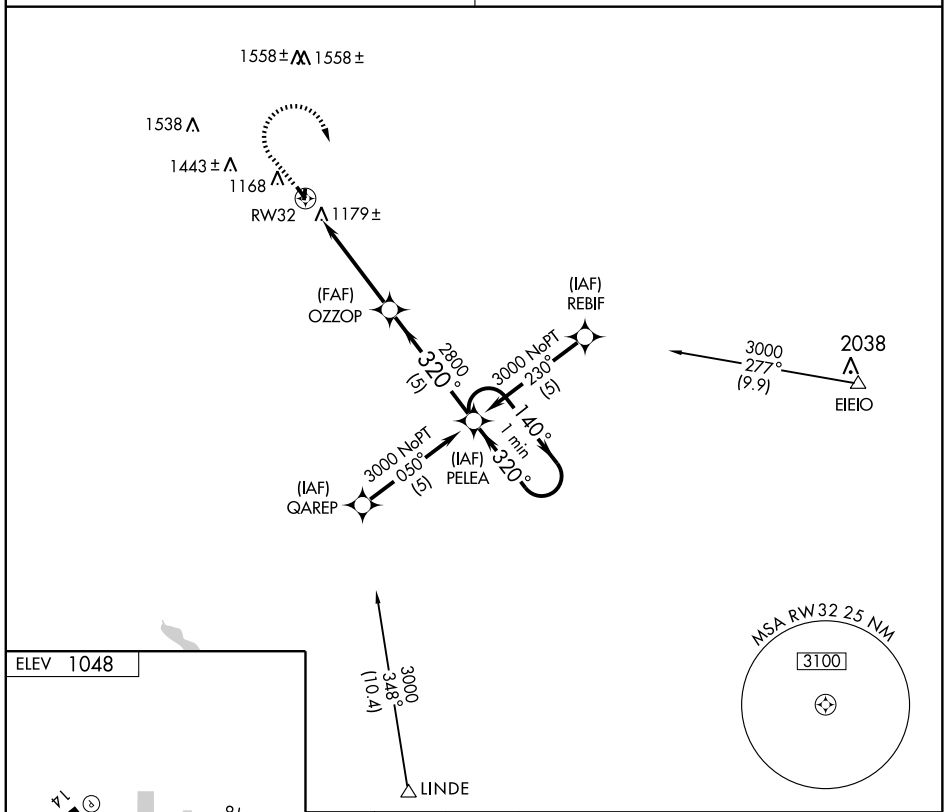
GPS RWY 32
JEFFERSON MUNI (EFW)

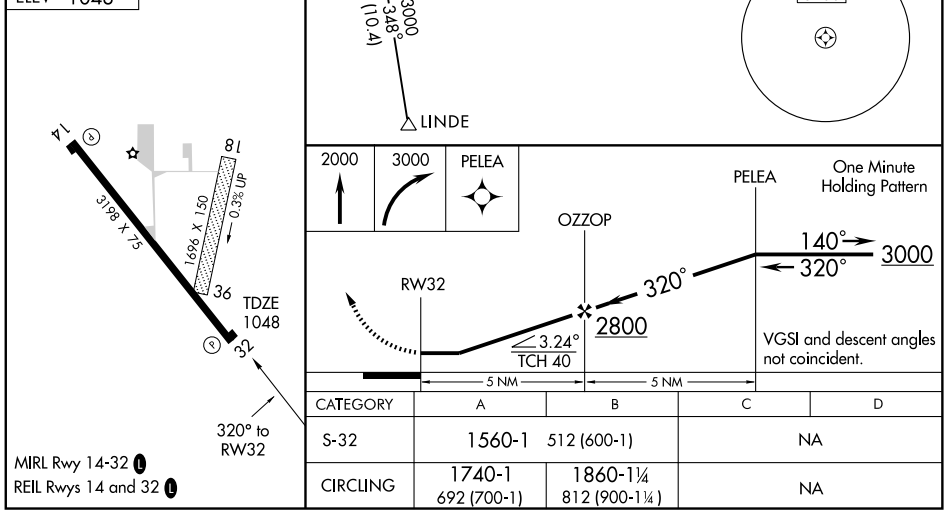
T NA

Use Arthur N. Neu altimeter setting.

MISSED APPROACH: Climb to 2000, the climbing right turn to 3000 direct PELEA WP and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-32	1560-1	512 (600-1)	NA	
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)	NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NDB EFW	APP CRS	Rwy ldg	3198
391	329°	TDZE	1048
		Apt Elev	1048

NDB RWY 32

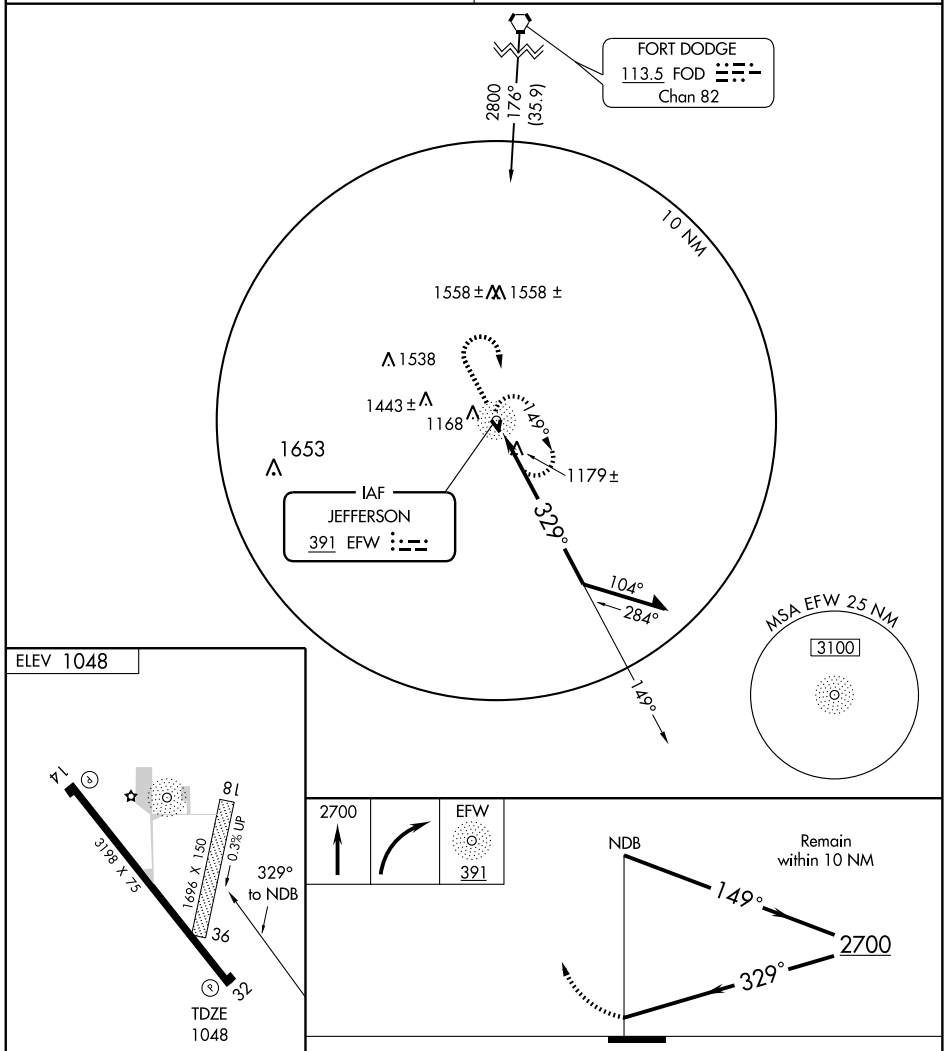
JEFFERSON MUNI (EFW)

NA

Use Arthur N. Neu altimeter setting.

MISSED APPROACH: Climb to 2700 then right turn direct EFW NDB and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L



REIL Rwys 14 and 32 L

MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-32	1640-1 592 (600-1)		NA	
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)	NA	

LOC/DME I-BBJ	APP CRS	Rwy ldg	5500
110.9	264°	TDZE	670
Chan 46		Apt Elev	671

ILS or LOC/DME RWY 26

KEOKUK MUNI (EOK)

T

NA

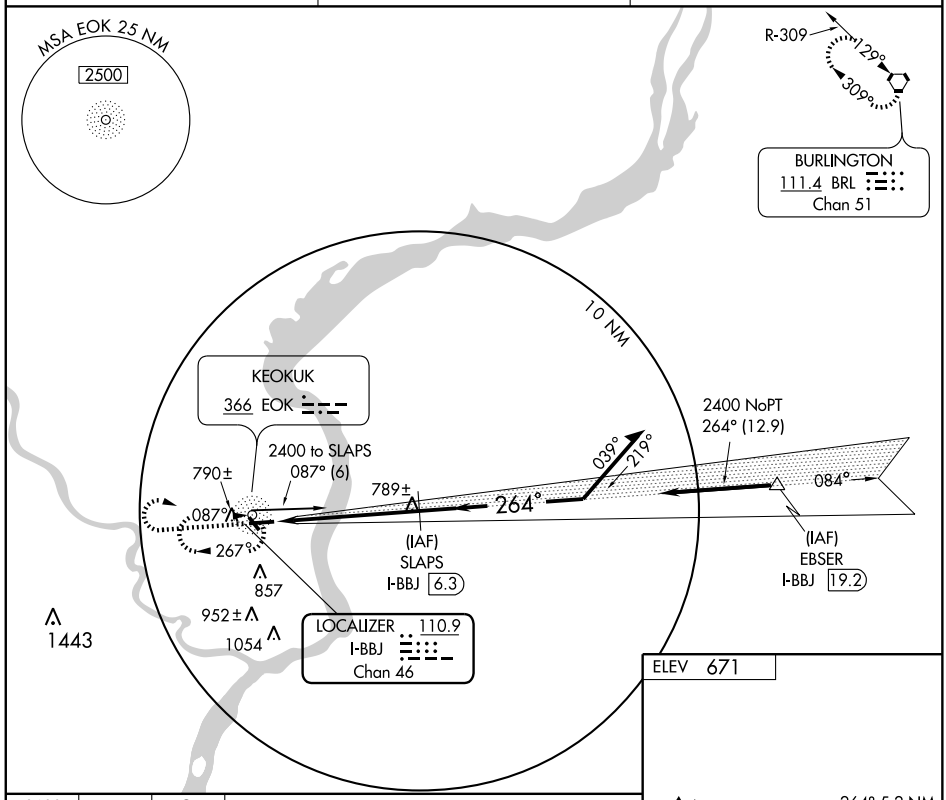
If local altimeter setting not received, use Burlington altimeter setting and increase all DAs/MDAs 60 feet. Visibility reductions by helicopters NA. VDP NA when using Burlington altimeter setting. ADF required.

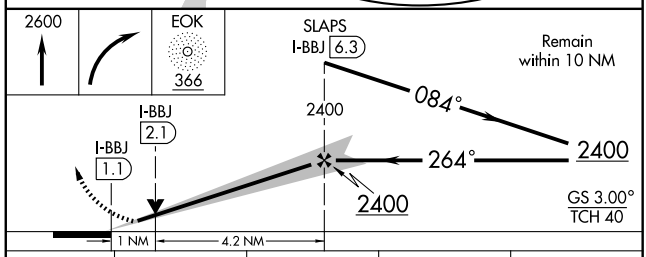
MALSR

A5

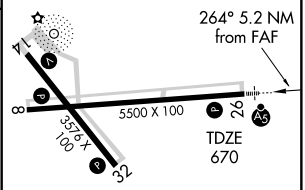
MISSED APPROACH: Climb to 2600 then right turn direct EOK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L





ELEV 671



CATEGORY	A	B	C	D
S-ILS 26	870-½ 200 (200-½)			NA
S-LOC 26	1040-½ 370 (400-½)			NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8, 14 and 32 L

MIRL Rwys 8-26 and 14-32 L

NC-3, 14 JAN 2010 to 11 FEB 2010

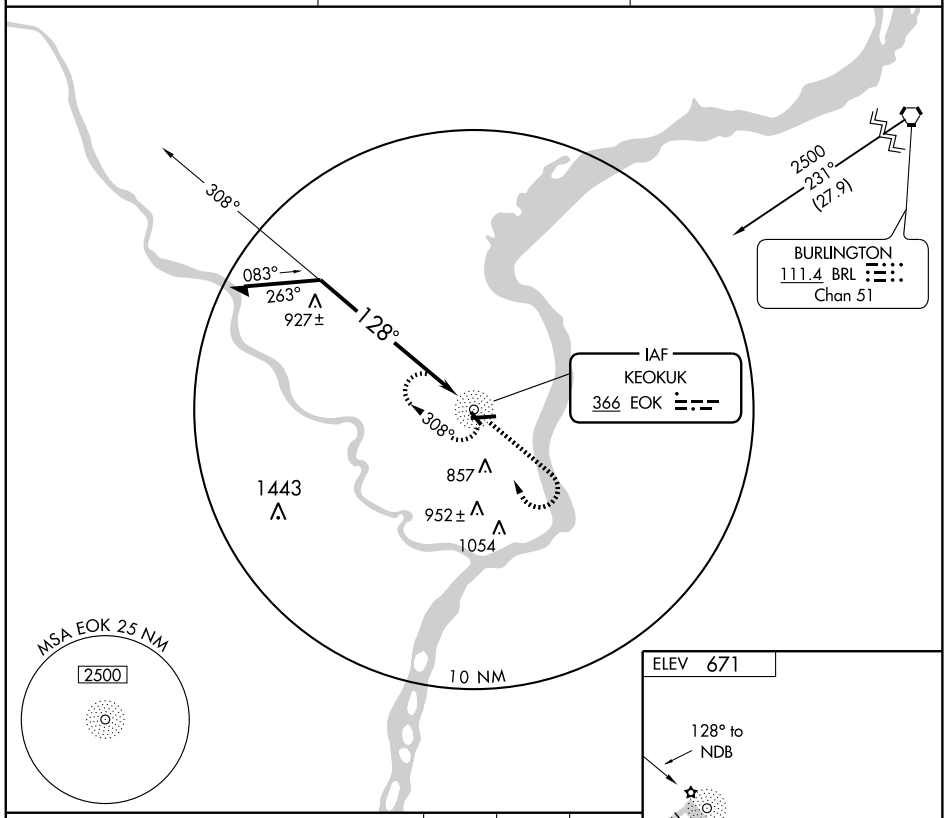
NDB EOK 366	APP CRS 128°	Rwy ldg 3576 TDZE 671 Apt Elev 671

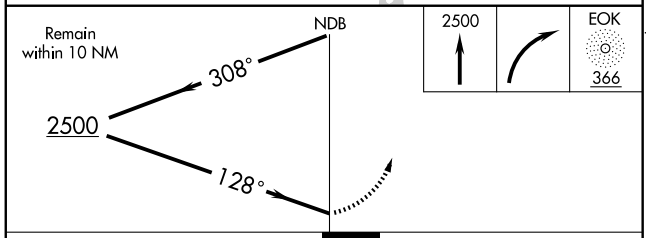
NDB RWY 14
KEOKUK MUNI (EOK)

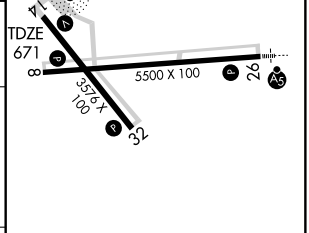
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA
CIRCLING	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA

REIL Rwys 8, 14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB EOK	APP CRS	Rwy ldg	5500
366	277°	TDZE	670
		Apt Elev	671

NDB RWY 26

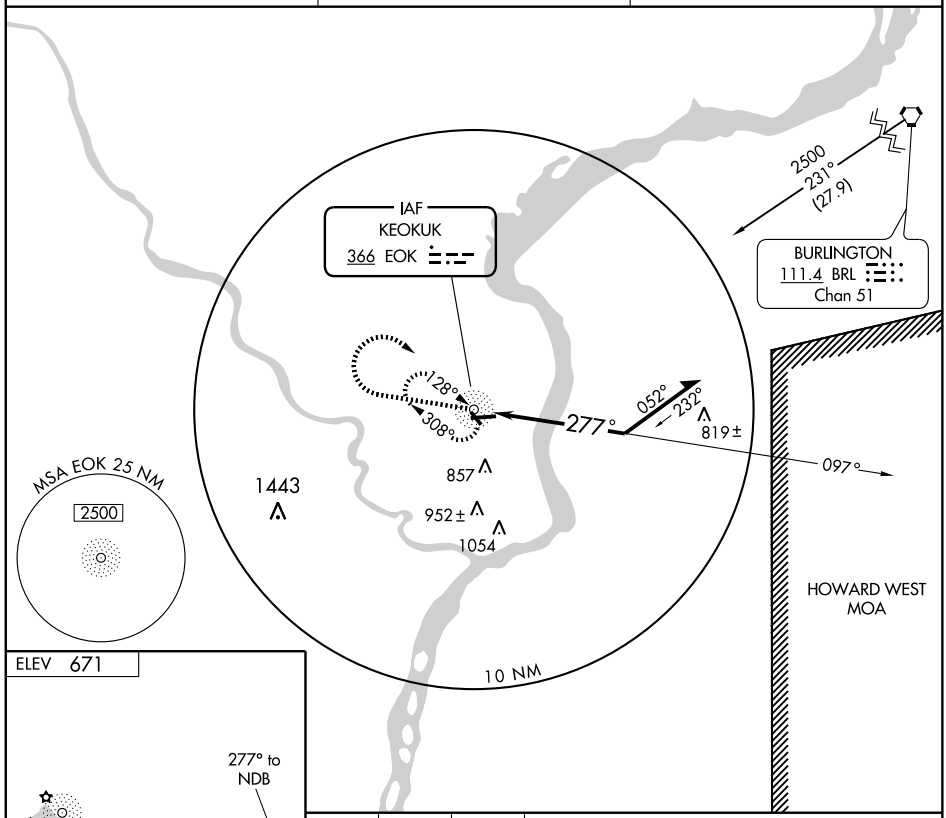
KEOKUK MUNI (EOK)

If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

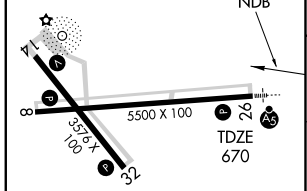
MALSR

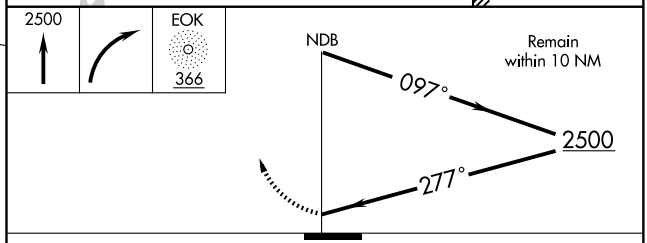
MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF)



ELEV 671





CATEGORY	A	B	C	D
S-26	1180-¾ 510 (600-¾)		1180-1 510 (600-1)	NA
CIRCLING	1180-1 509 (600-1)	1200-1 529 (600-1)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8, 14 and 32

MIRL Rwys 8-26 and 14-32

WAAS CH 97304 W08A	APP CRS 084°	Rwy ldg 5500 TDZE 671 Apt Elev 671

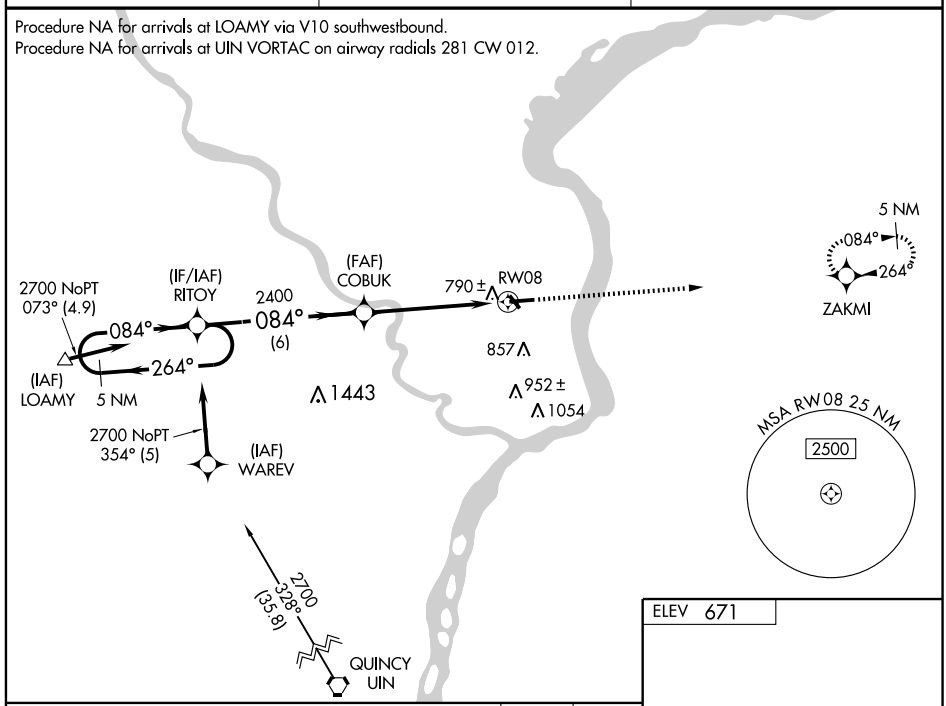
RNAV (GPS) RWY 8
KEOKUK MUNI (EOK)

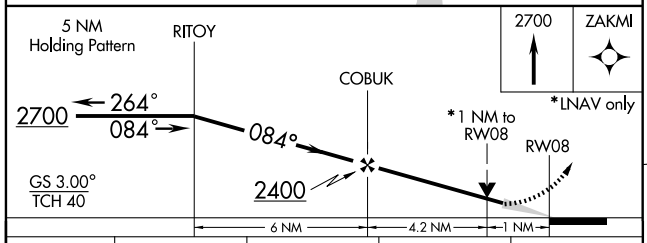
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use BurlingtonRgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

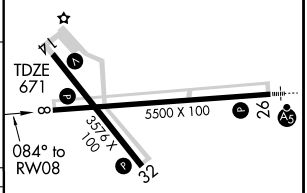
AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

Procedure NA for arrivals at LOAMY via V10 southwestbound.
Procedure NA for arrivals at UIN VORTAC on airway radials 281 CW 012.





ELEV 671



CATEGORY	A	B	C	D
LPV DA	921-1 250 (300-1)			NA
LNAV/VNAV DA	1059-1½ 388 (400-1½)			NA
LNAV MDA	1040-1 369 (400-1)			NA
CIRCLING	1100-1½ 429 (500-1½)	1140-1½ 469 (500-1½)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 90104 W14A	APP CRS 140°	Rwy ldg 3576 TDZE 671 Apt Elev 671

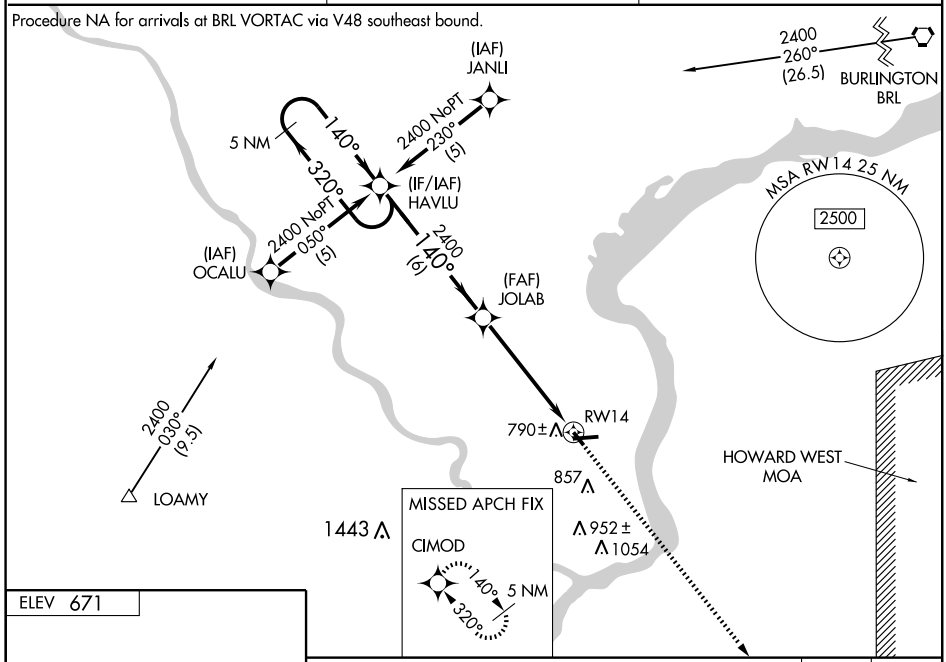
RNAV (GPS) RWY 14
KEOKUK MUNI (EOK)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA when using Burlington Rgnl altimeter setting.

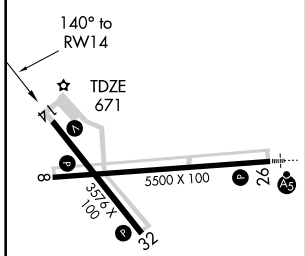
MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

Procedure NA for arrivals at BRL VORTAC via V48 southeast bound.



ELEV 671

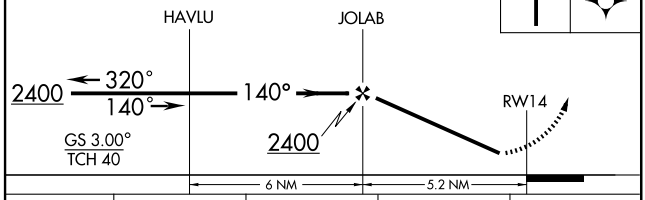


REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

5 NM
Holding Pattern

VGSI and RNAV glidepath not coincident.

2700 CIMOD



CATEGORY	A	B	C	D
LPV DA	949-1 278 (300-1)			NA
LNAV/VNAV DA	1040-1¼ 369 (400-1¼)			NA
LNAV MDA	1040-1 369 (400-1)			NA
CIRCLING	1100-1¼ 429 (500-1¼)	1140-1¼ 469 (500-1¼)	1220-1½ 549 (600-1½)	NA

WAAS CH 45505 W26A	APP CRS 264°	Rwy ldg 5500 TDZE 670 Apt Elev 671

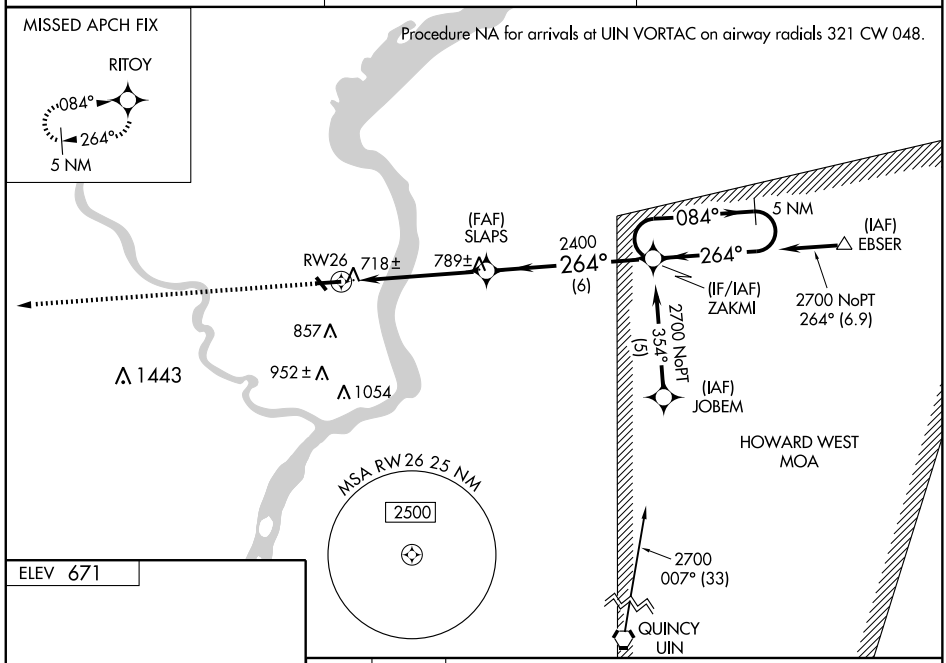
RNAV (GPS) RWY 26
KEOKUK MUNI (EOK)

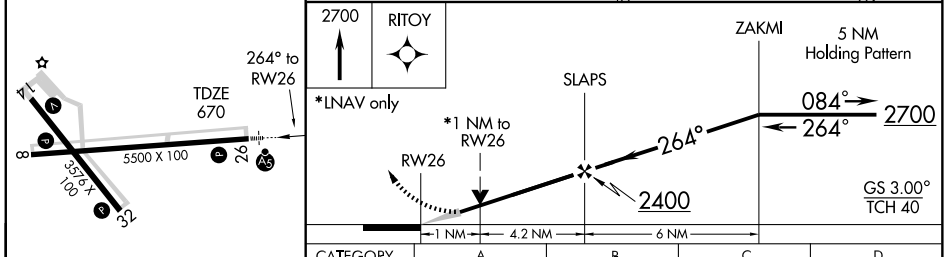
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.
For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats. visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2700 direct RITOY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	924-¾ 254 (300-¾)			NA
LNAV/VNAV DA	978-¾ 308 (400-¾)			NA
LNAV MDA	1040-¾ 370 (400-¾)			NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3, 14 JAN 2010 to 11 FEB 2010

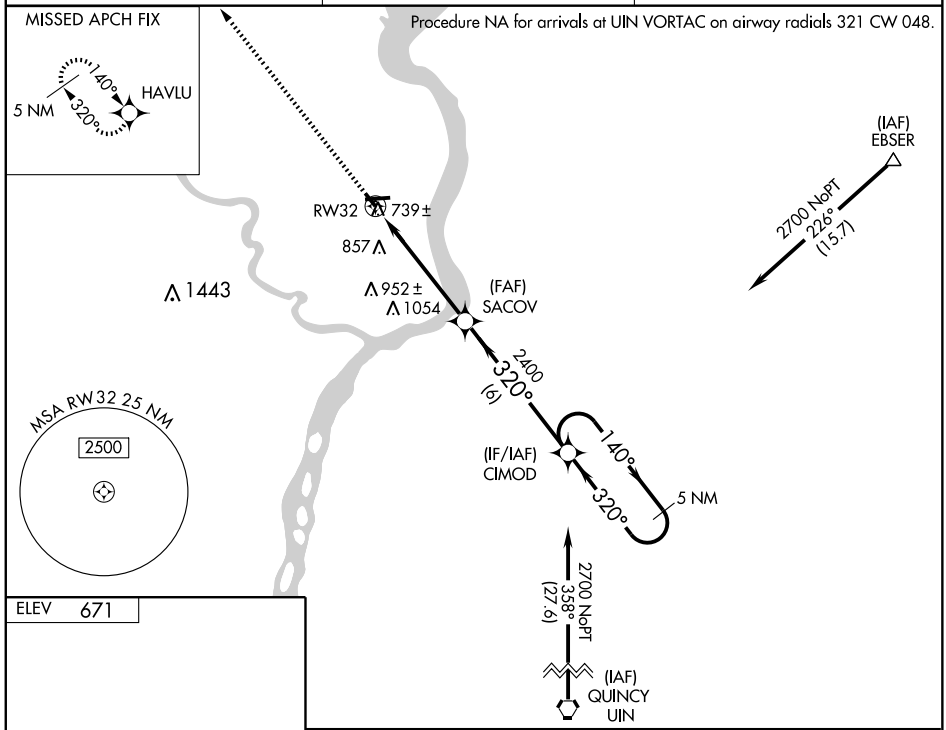
WAAS CH 40005 W32A	APP CRS 320°	Rwy ldg 3576 TDZE 671 Apt Elev 671

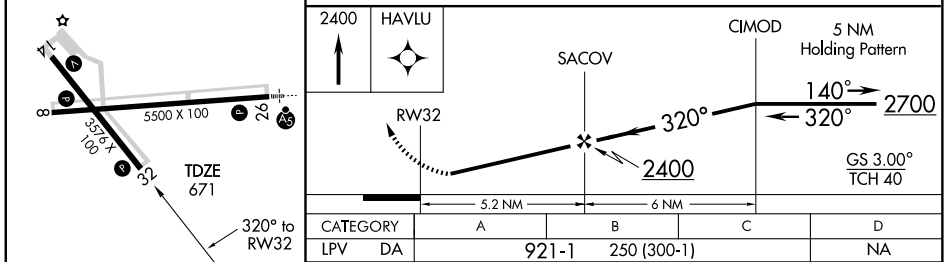
RNAV (GPS) RWY 32
KEOKUK MUNI (EOK)

DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
When local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet, and increase LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct HAVLU and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	921-1 250 (300-1)			NA
LNAV/VNAV DA	1163-1¾ 492 (500-1¾)			NA
LNAV MDA	1100-1 429 (500-1)		1100-1¼ 429 (500-1¼)	NA
CIRCLING	1180-1 509 (600-1)		1220-1½ 549 (600-1½)	NA

REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

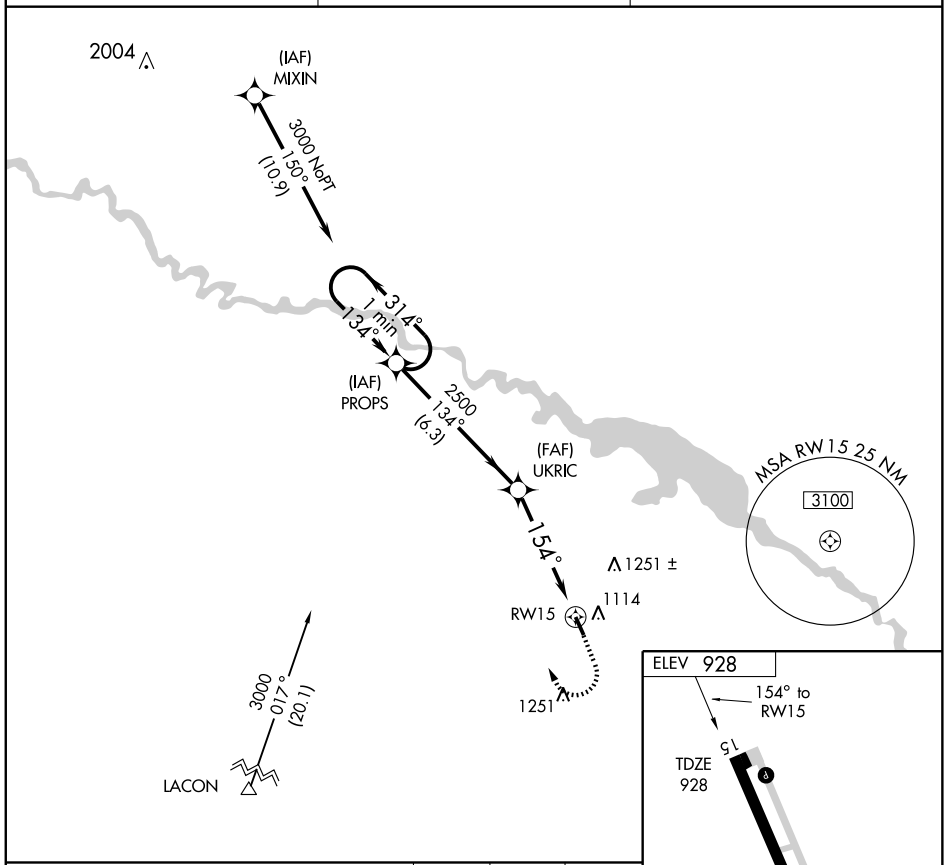
APP CRS	Rwy ldg	4000
154°	TDZE	928
	Apt Elev	928

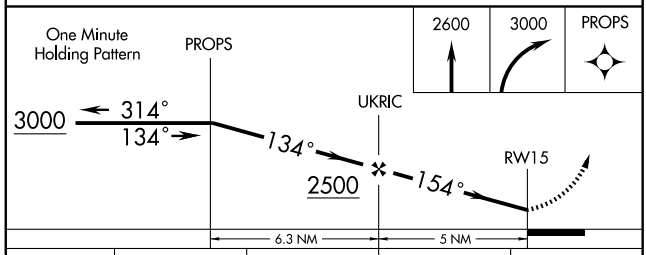
GPS RWY 15
KNOXVILLE MUNI (OXV)

NA

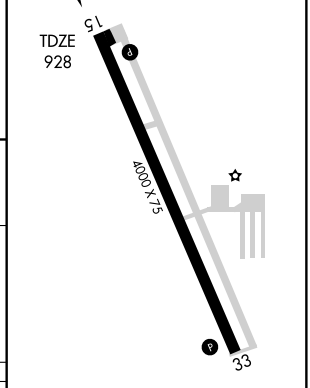
MISSED APPROACH: Climb to 2600, then climbing right turn to 3000 direct PROPS WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
119.775	123.9 307.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	1400-1	472 (500-1)	NA	
CIRCLING	1480-1	552 (600-1)	NA	



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

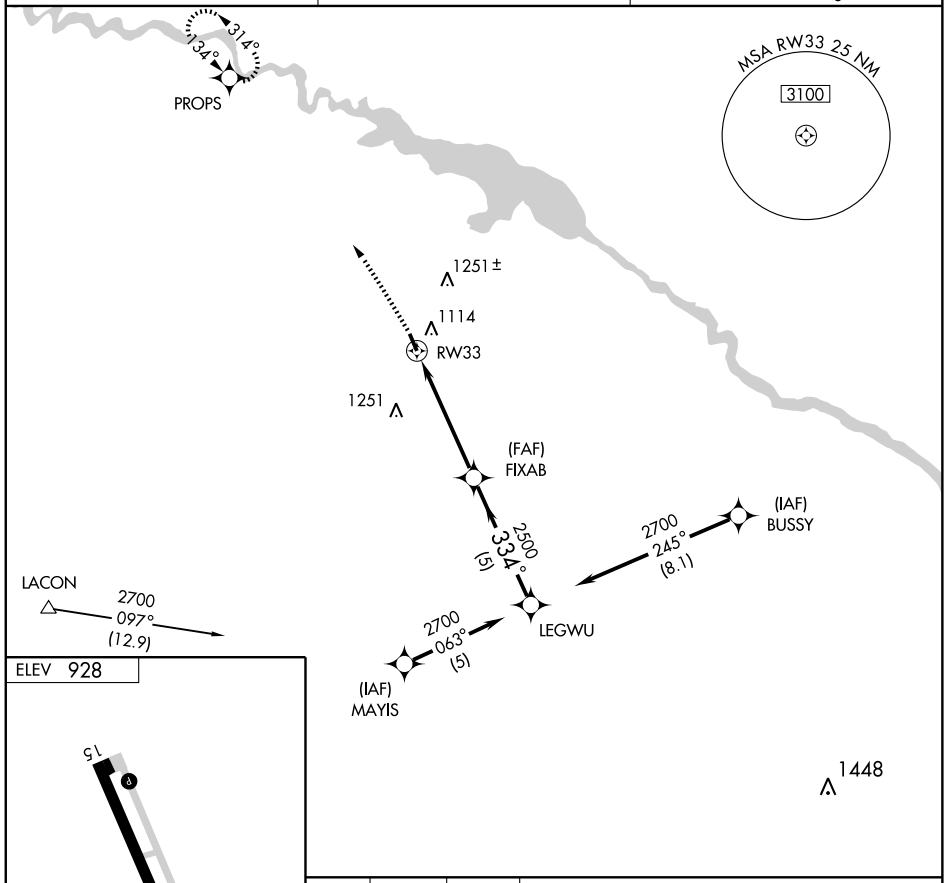
APP CRS	Rwy ldg	4000
334°	TDZE	928
	Apt Elev	928

GPS RWY 33
KNOXVILLE MUNI (OXV)

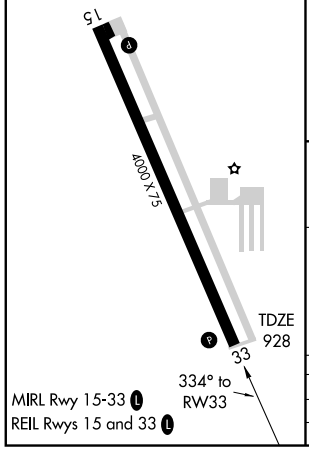
NA

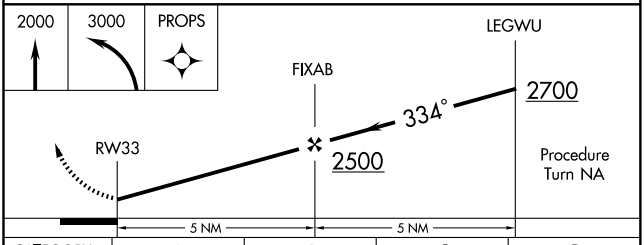
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct PROPS WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
119.775	123.9 307.15	122.8 (CTAF) L



ELEV 928





CATEGORY	A	B	C	D
S-33	1400-1 472 (500-1)		NA	
CIRCLING	1480-1 552 (600-1)		NA	

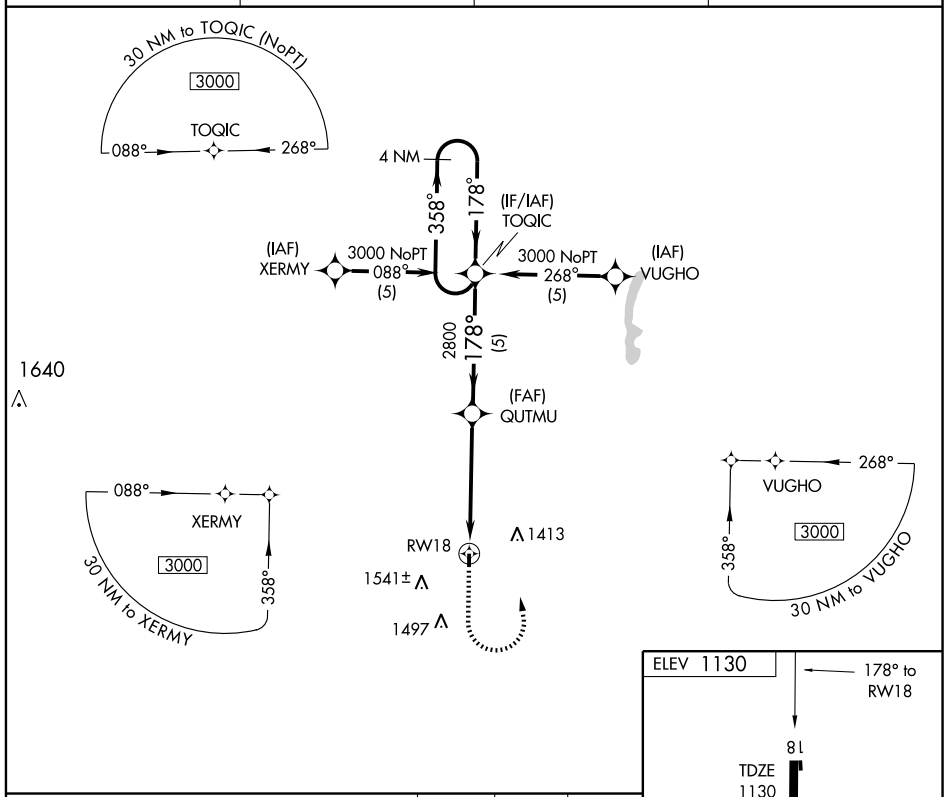
APP CRS	Rwy ldg	2900
178°	TDZE	1130
	Apt Elev	1130

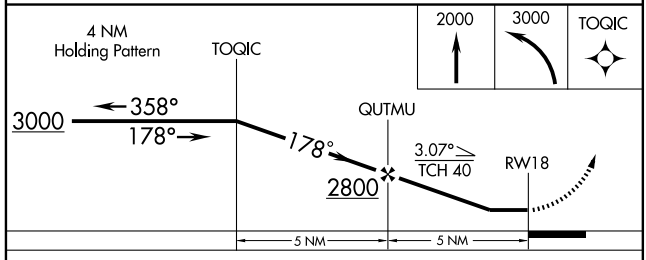
RNAV (GPS) RWY 18
LAMONI MUNI (LWD)

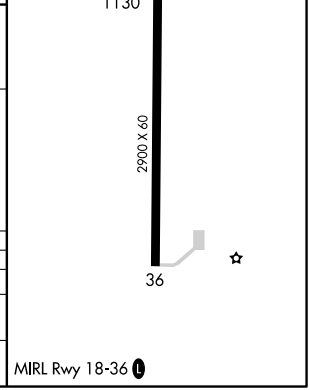
NA
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then left climbing turn to 3000 direct TOQIC WP and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	
120.0	125.65 288.1	122.9	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	1480-1	350 (400-1)	NA	
CIRCLING	1600-1	470 (500-1)	NA	

APP CRS	Rwy ldg	2900
358°	TDZE	1130
	Apt Elev	1130

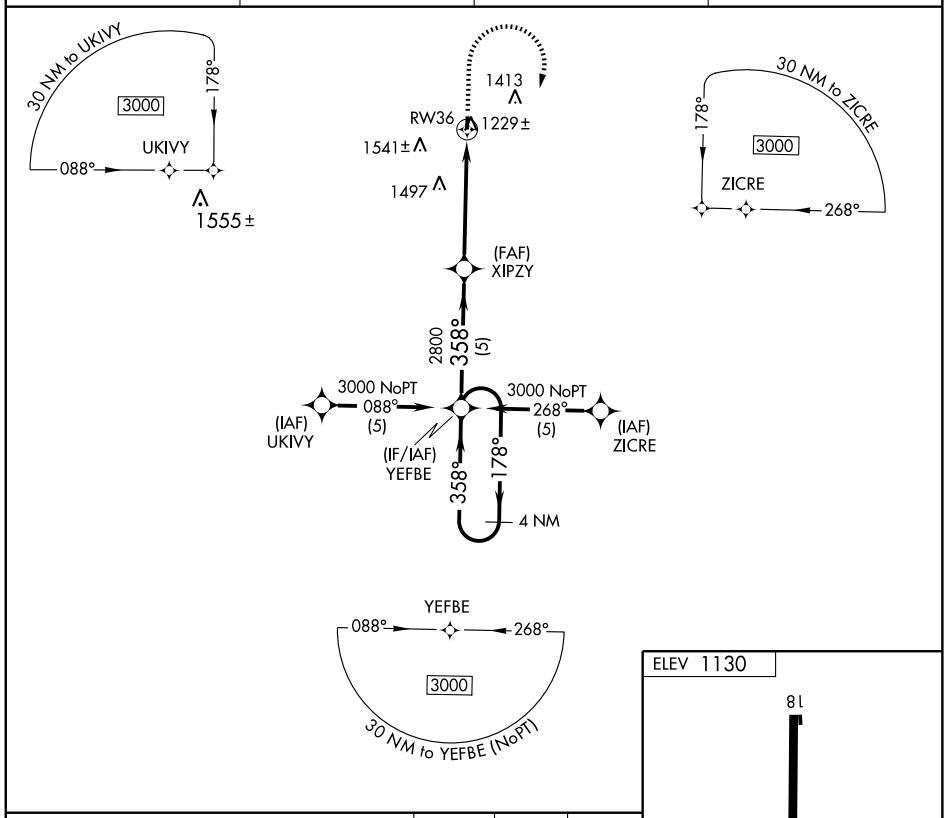
RNAV (GPS) RWY 36
LAMONI MUNI (LWD)

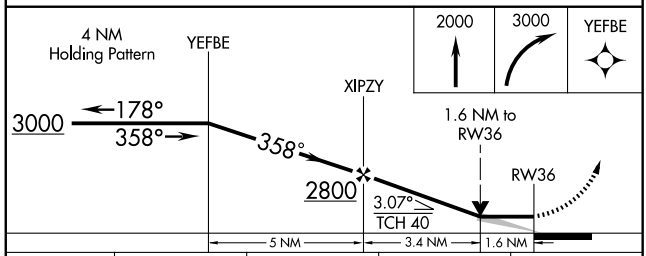
NA

DME/DME RNP- 0.3 NA.

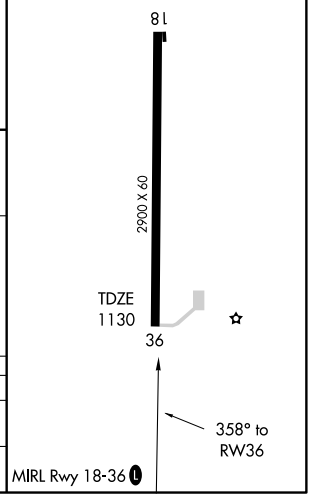
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	122.8 L
120.0	125.65 288.1	122.9	





CATEGORY	A	B	C	D
LNAV MDA	1700-1 570 (600-1)		NA	
CIRCLING	1700-1 570 (600-1)		NA	



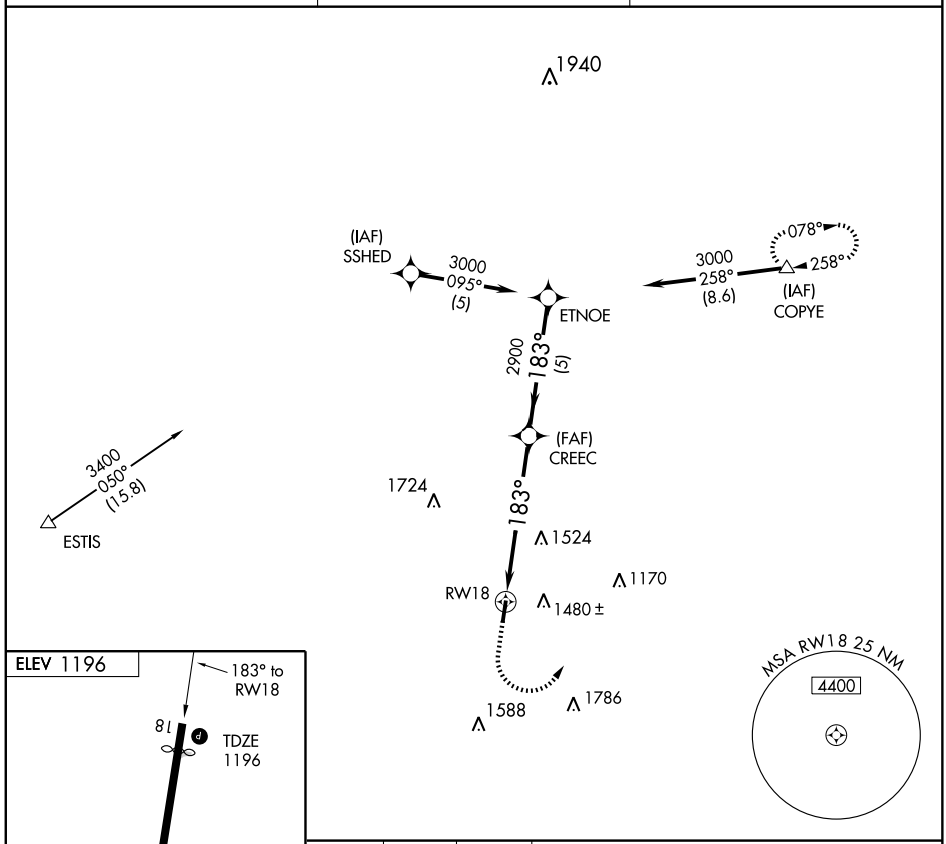
APP CRS	Rwy ldg	4305
183°	TDZE	1196
	Apt Elev	1196

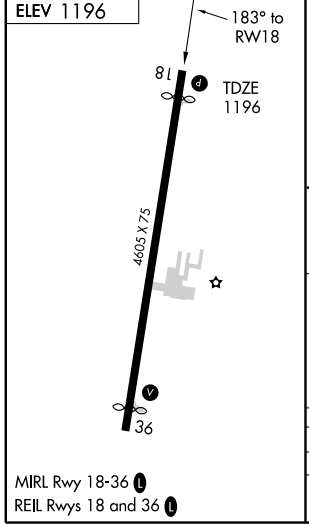
GPS RWY 18
LE MARS MUNI (LRJ)

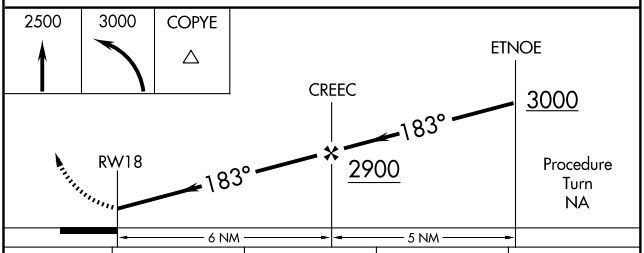
NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct COPYE WP and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
125.525	124.6 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1760-1 564 (600-1)		NA	
CIRCLING	1760-1 564 (600-1)	1840-1 644 (700-1)	NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

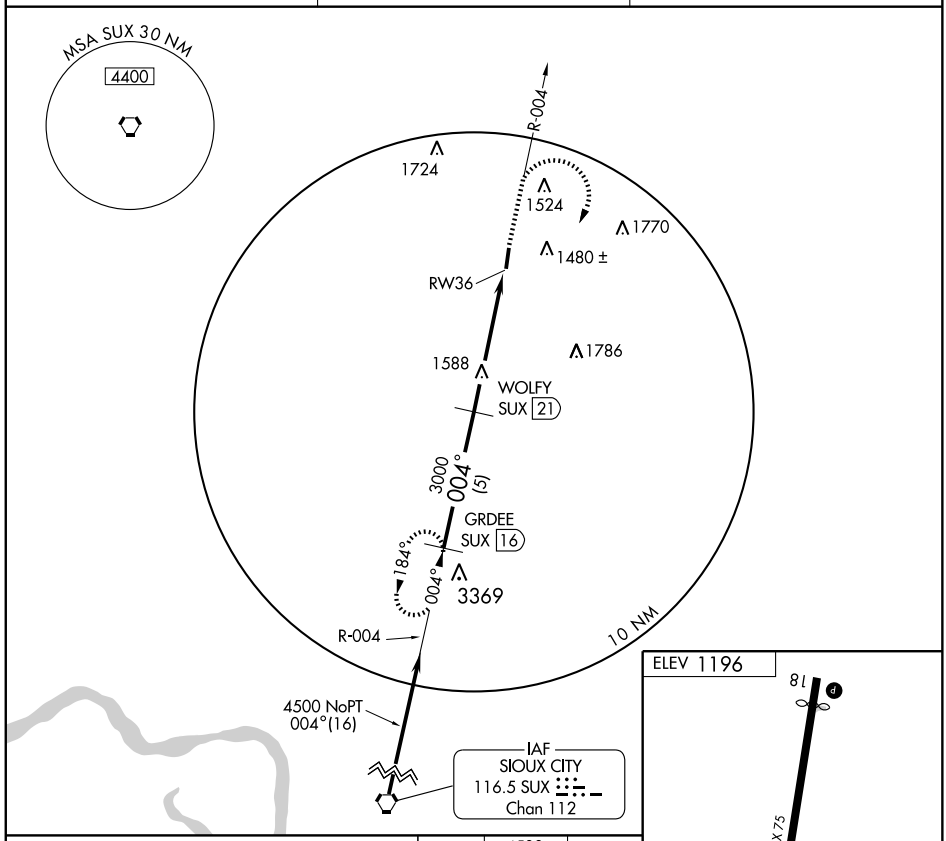
VORTAC SUX 116.5 Chan 112	APP CRS 004°	Rwy ldg 4305 TDZE 1196 Apt Elev 1196

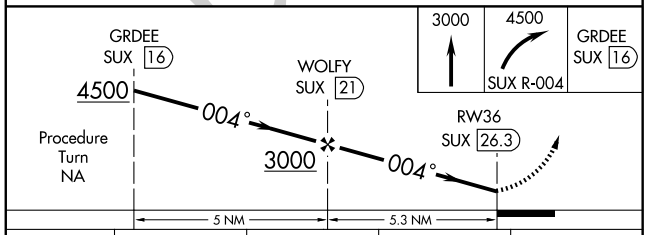
VOR/DME or GPS RWY 36

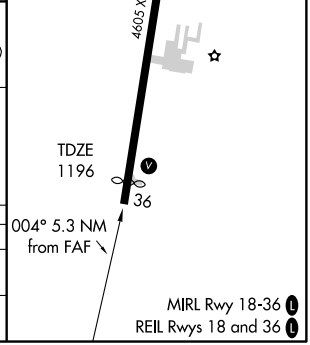
LE MARS MUNI (LRJ)

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via SUX R-004 to GRDEE and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
125.525	124.6 307.0	122.8 (CTAF)







CATEGORY	A	B	C	D
S-36	2000-1 804 (900-1)	2000-1¼ 804 (900-1¼)	NA	
CIRCLING	2000-1 804 (900-1)	2000-1¼ 804 (900-1¼)	NA	

APP CRS	Rwy ldg	2801
019°	TDZE	1116
	Apt Elev	1116

GPS RWY 2

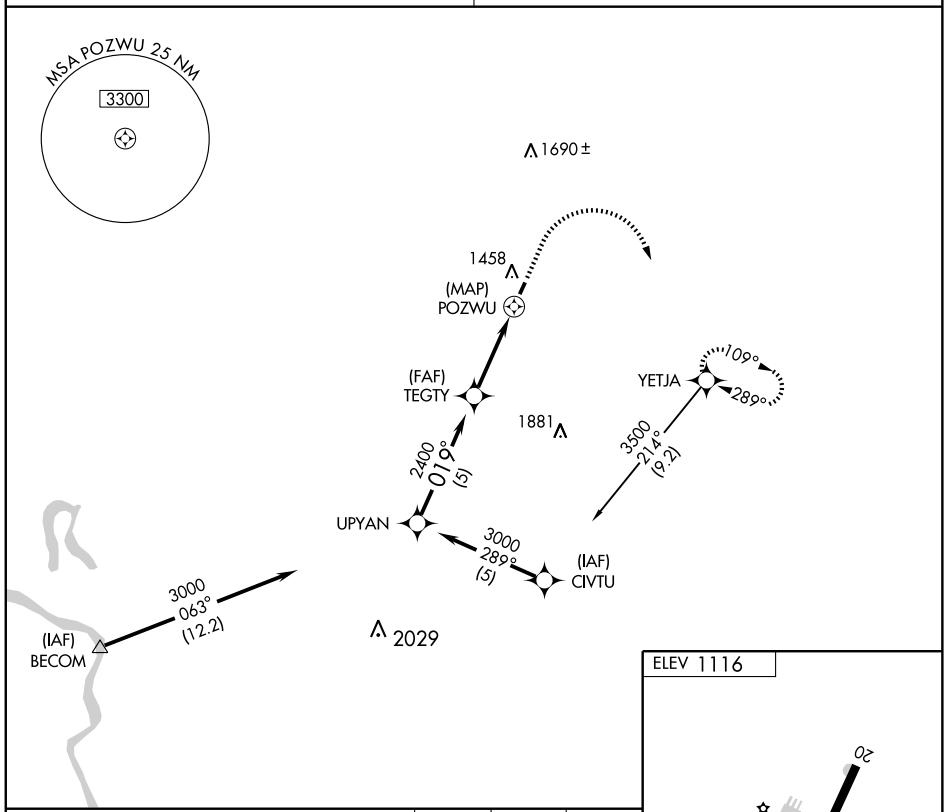
MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

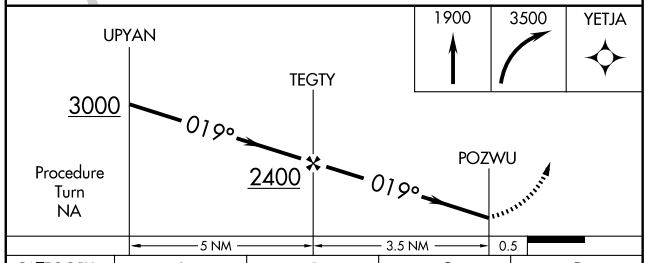
T NA

Use Sioux City altimeter setting.

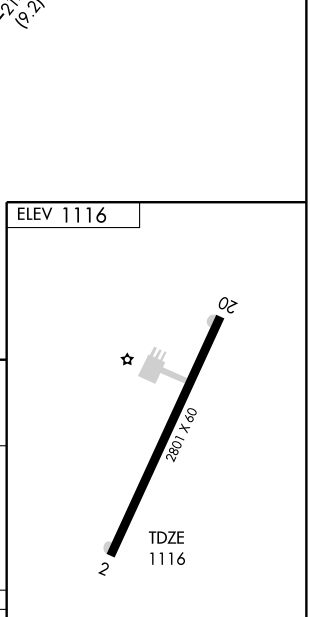
MISSED APPROACH: Climb to 1900, then climbing right turn to 3500 direct YETJA WP and hold.

SIOUX CITY APP CON ★	UNICOM
124.6 307	**122.8** (CTAF) L





CATEGORY	A	B	C	D
S-2	1760-1 644 (700-1)		NA	
CIRCLING	1860-1 744 (800-1)	1860-1¼ 744 (800-1¼)	NA	



REIL Rwy 20 L
LIRL Rwy 2-20

APP CRS	Rwy ldg	2801
214°	TDZE	1116
	Apt Elev	1116

GPS RWY 20

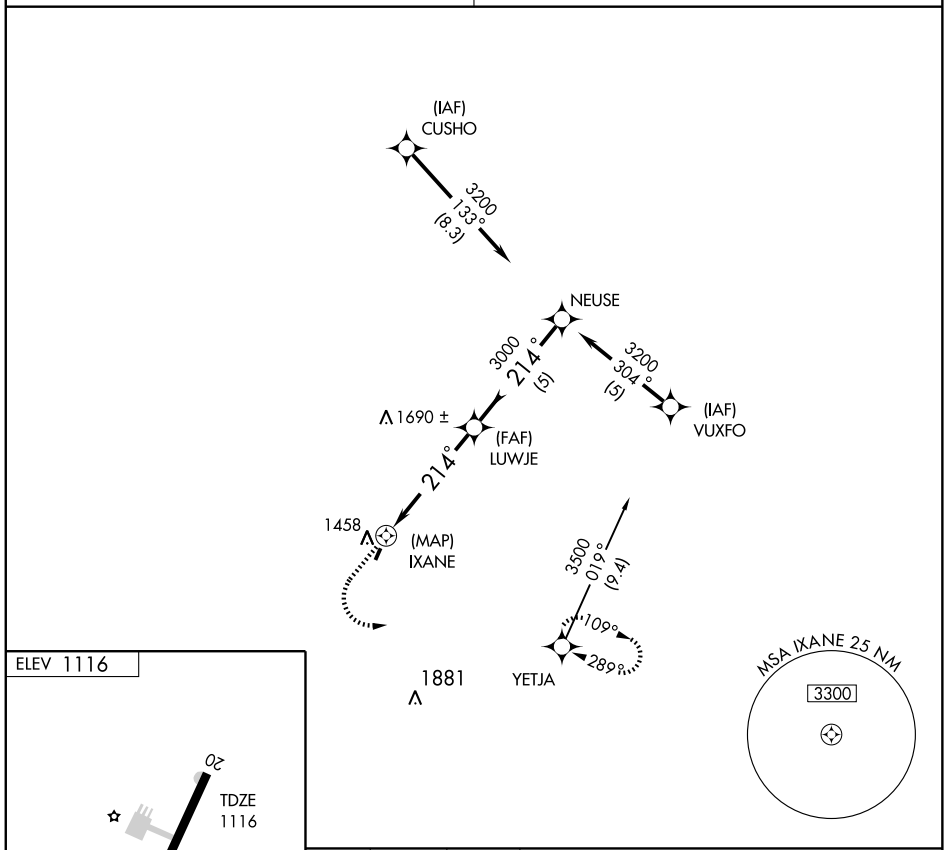
MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

Use Sioux City altimeter setting.

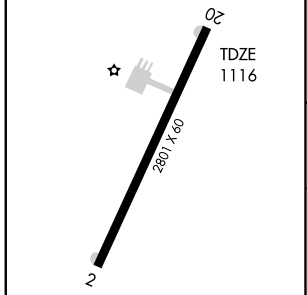
NA

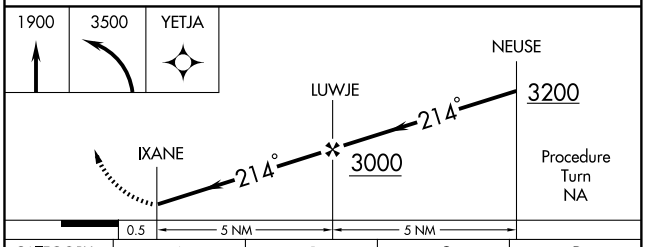
MISSED APPROACH: Climb to 1900 then climbing left turn to 3500 direct YETJA WP and hold.

SIOUX CITY APP CON ★	UNICOM
124.6 307	122.8 (CTAF) L



ELEV 1116





CATEGORY	A	B	C	D
S-20	1760-1 644 (700-1)		NA	
CIRCLING	1860-1 744 (800-1)	1860-1¼ 744 (800-1¼)	NA	

REIL Rwy 20 L
LIRL Rwy 2-20

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB MEY	APP CRS	Rwy ldg	2801
335	205°	TDZE	1116
		Apt Elev	1116

NDB RWY 20

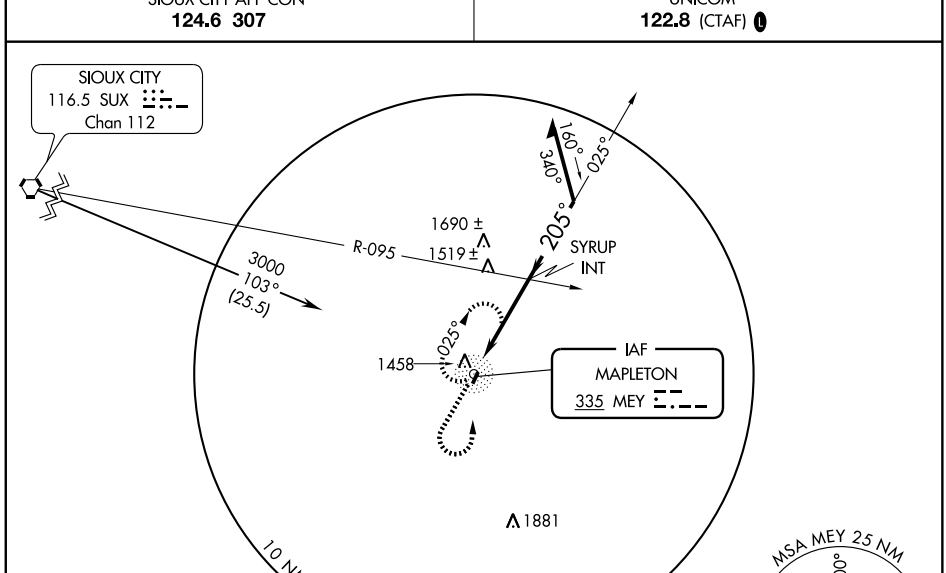
MAPLETON/JAMES G. WHITING MEMORIAL FIELD (MEY)

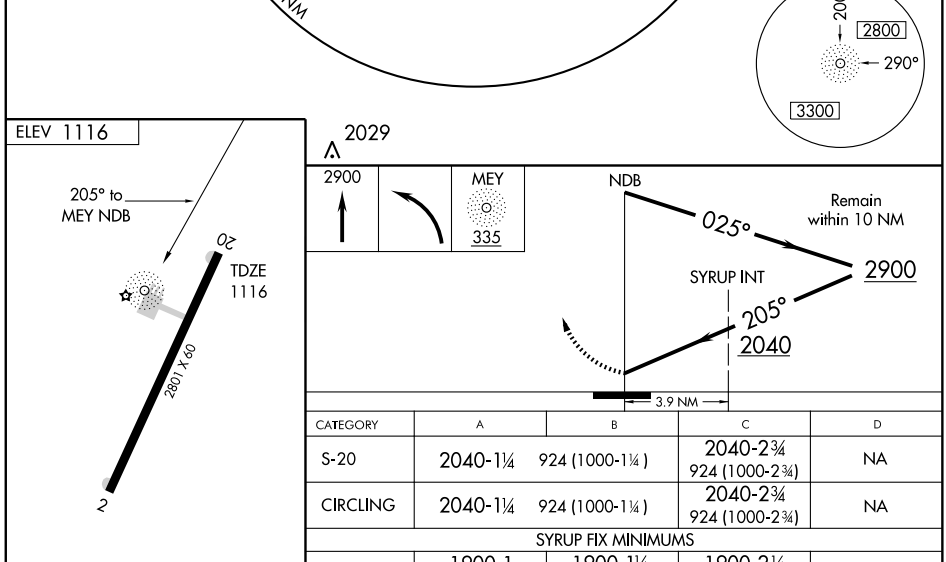
Use Sioux City altimeter setting.

NA

MISSED APPROACH: Climb to 2900 then left turn direct MEY NDB and hold.

SIOUX CITY APP CON ★	UNICOM
124.6 307	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-20	2040-1¼ 924 (1000-1¼)		2040-2¾ 924 (1000-2¾)	NA
CIRCLING	2040-1¼ 924 (1000-1¼)		2040-2¾ 924 (1000-2¾)	NA
SYRUP FIX MINIMUMS				
S-20	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	1900-2¼ 784 (800-2¼)	NA
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	1920-2¼ 804 (900-2¼)	NA

REIL Rwy 20 L
LIRL Rwy 2-20

NC-3, 14 JAN 2010 to 11 FEB 2010

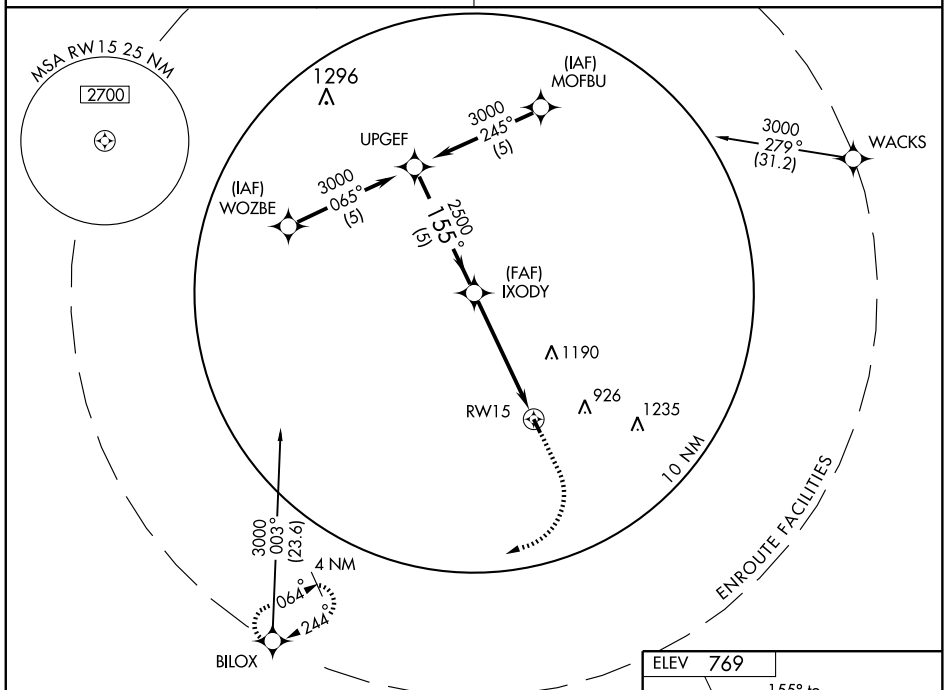
APP CRS	Rwy ldg	3300
155°	TDZE	769
	Apt Elev	769

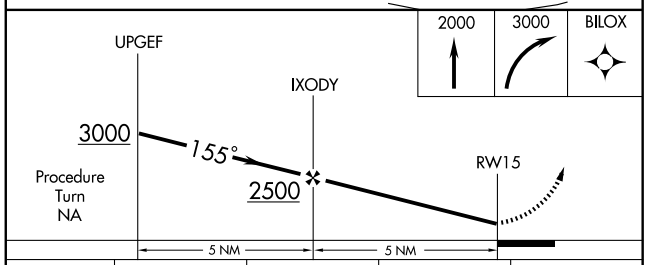
GPS RWY 15
MAQUOKETA MUNI (OQW)

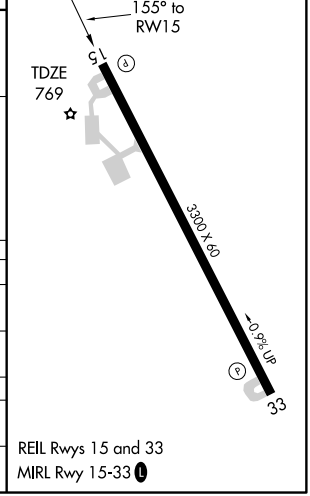
T NA Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BILOX WP and hold.

CHICAGO CENTER	UNICOM
133.95 281.4	122.8 (CTAF) L★







CATEGORY	A	B	C	D
S-15	1280-1	511 (600-1)	NA	
CIRCLING	1280-1	511 (600-1)	NA	
DUBUQUE ALTIMETER SETTING MINMUMS				
S-15	1380-1	611 (700-1)	NA	
CIRCLING	1380-1	611 (700-1)	NA	

APP CRS	Rwy ldg	3300
335°	TDZE	766
	Apt Elev	769

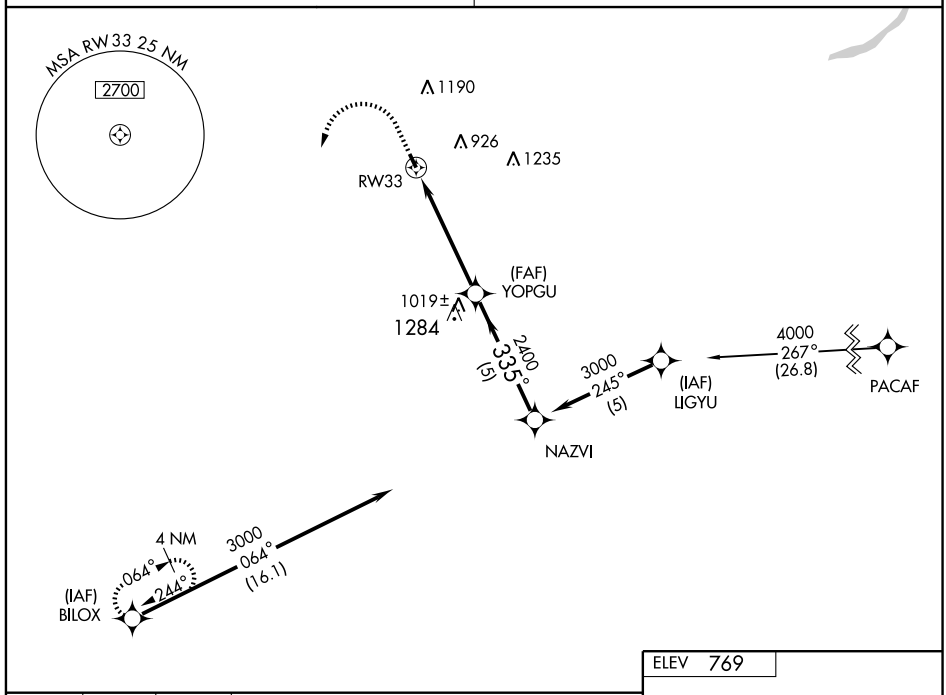
GPS RWY 33
MAQUOKETA MUNI (OQW)

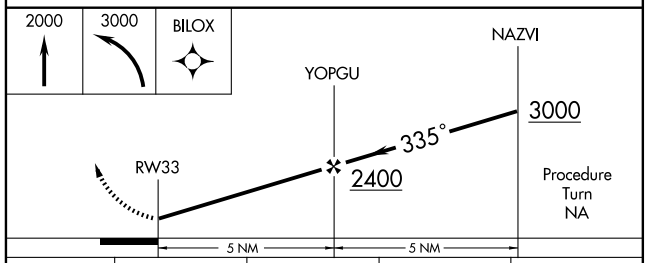
T NA

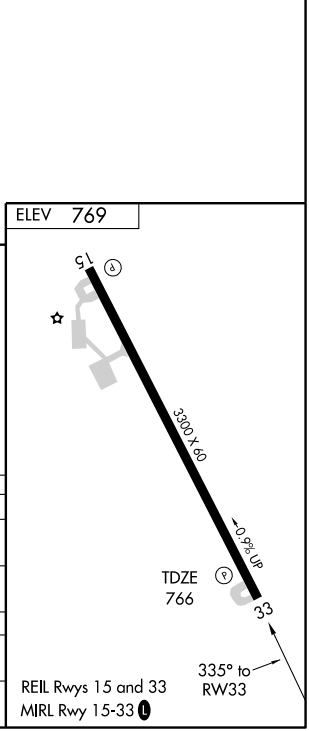
Obtain local altimeter setting on CTAF; When not received, use Dubuque altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct BILOX WP and hold.

CHICAGO CENTER	UNICOM
133.95 281.4	122.8 (CTAF) L★







CATEGORY	A	B	C	D
S-33	1280-1 514 (600-1)		NA	
CIRCLING	1280-1 511 (600-1)		NA	
DUBUQUE ALTIMETER SETTING MINMUMS				
S-33	1380-1 614 (700-1)		NA	
CIRCLING	1380-1 611 (700-1)		NA	

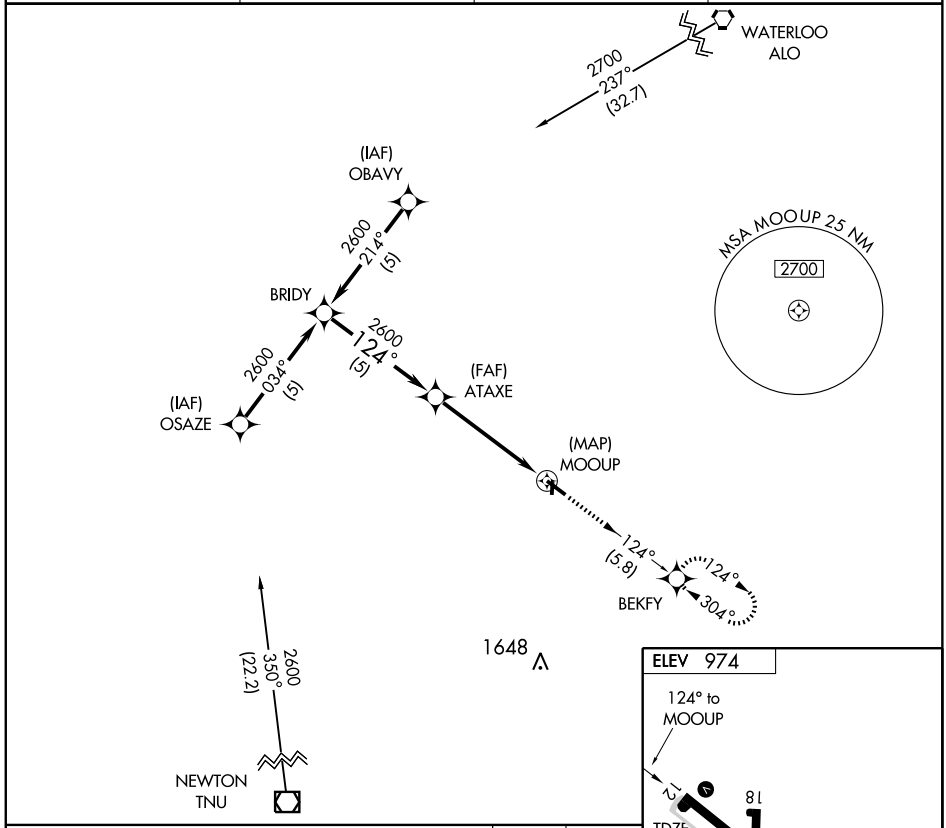
APP CRS	Rwy ldg	5006
124°	TDZE	974
	Apt Elev	974

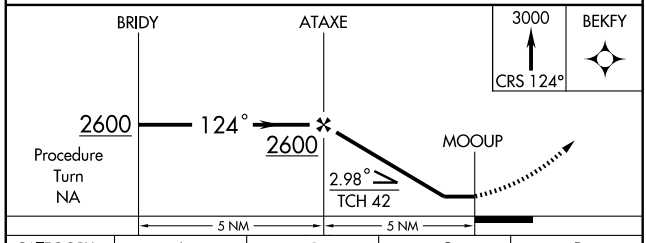
GPS RWY 12
MARSHALLTOWN MUNI (MIW)

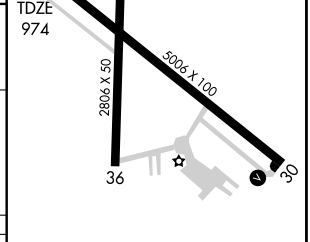
NA

MISSED APPROACH: Climb to 3000 via 124° course to BEKFY WP and hold.

ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1360-1 386 (400-1)			1360-1¼ 386 (400-1¼)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

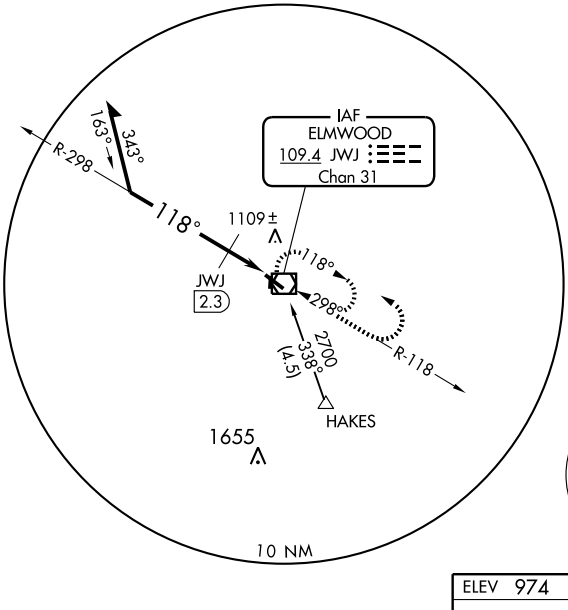
MIRL Rwy 18-36
MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

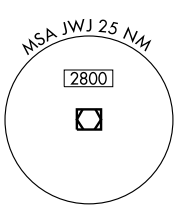
VOR/DME JWJ 109.4 Chan 31	APP CRS 118°	Rwy ldg 5006 TDZE 974 Apt Elev 974

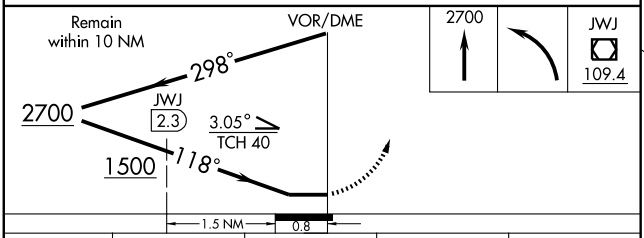
VOR RWY 12
MARSHALLTOWN MUNI (MIW)

MISSED APPROACH: Climb to 2700, then left turn direct JWJ VOR/DME and hold.

ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L

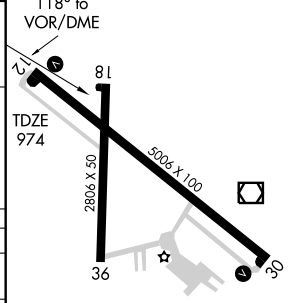






CATEGORY	A	B	C	D
S-12	1500-1 526 (600-1)		1500-1½ 526 (600-1½)	1500-1¾ 526 (600-1¾)
CIRCLING	1500-1 526 (600-1)		1500-1½ 526 (600-1½)	1540-2 566 (600-2)
DME MINIMUMS				
S-12	1360-1 386 (400-1)			1360-1¼ 386 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

ELEV 974



MIRL Rwy 18-36
MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

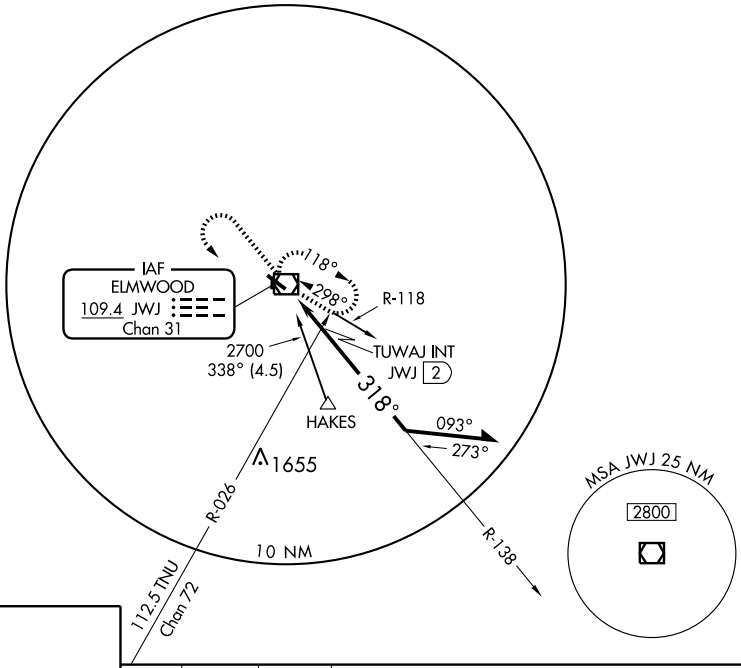
NC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME JWJ 109.4 Chan 31	APP CRS 318°	Rwy ldg 5006 TDZE 973 Apt Elev 974

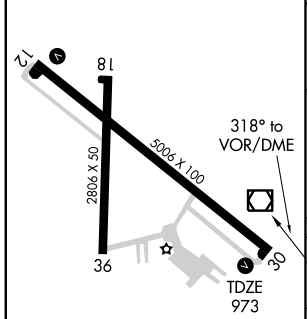
VOR RWY 30
MARSHALLTOWN MUNI (MIW)

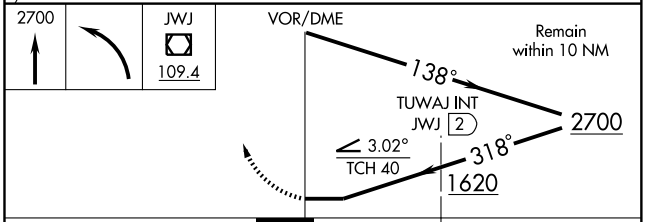
MISSED APPROACH: Climb to 2700, then left turn direct JWJ VOR/DME and hold.

ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L



ELEV 974





CATEGORY	A	B	C	D
S-30	1620-1 647 (700-1)		1620-1¾ 647 (700-1¾)	1620-2 647 (700-2)
CIRCLING	1620-1 646 (700-1)		1620-1¾ 646 (700-1¾)	1620-2 646 (700-2)
TUWAJ FIX MINIMUMS				
S-30	1360-1 387 (400-1)			1360-1¼ 387 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

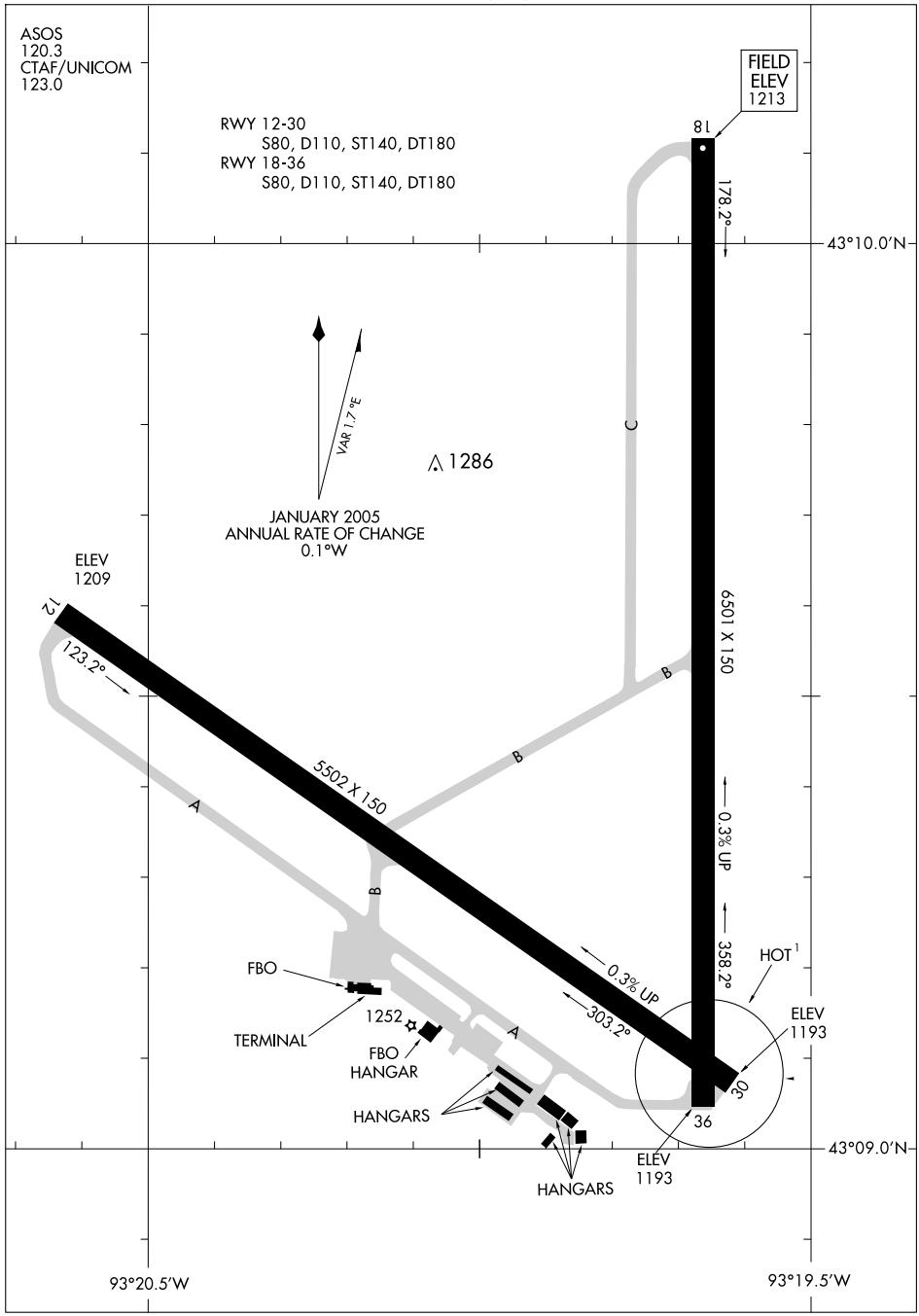
MIRL Rwy 18-36
MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWA



LOC I-MCW	APP CRS	Rwy ldg	6501
109.5	355°	TDZE	1193
		Apt Elev	1213

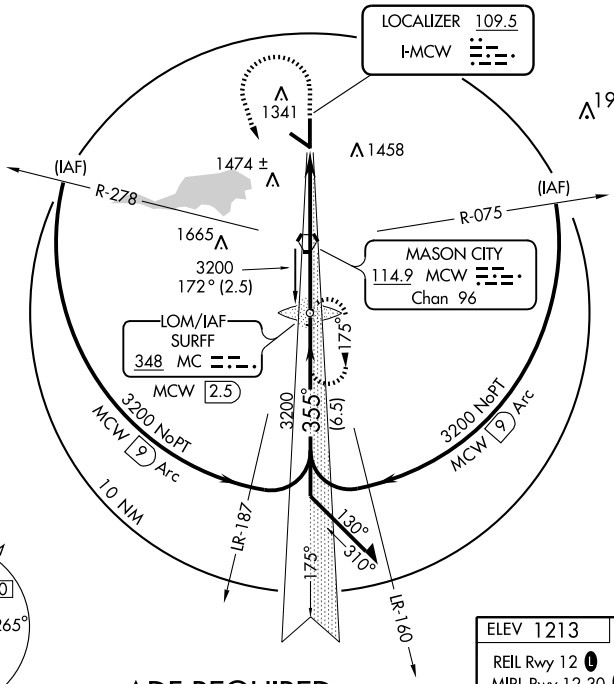
ILS or LOC RWY 36
MASON CITY MUNI (MCW)

NA DME from MCW VORTAC.
If local altimeter setting not received, use Charles City altimeter setting and increase all DA/MDA 100 feet.

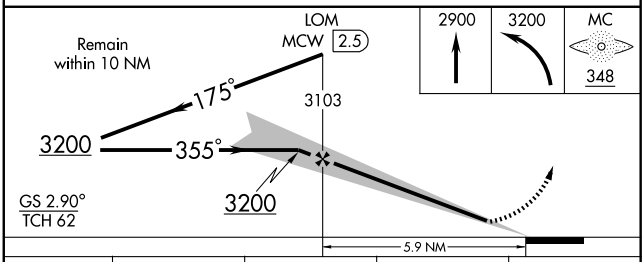
MALSR A5

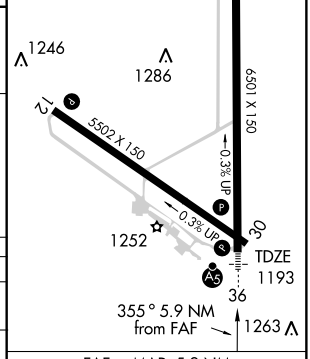
MISSED APPROACH: Climb to 2900, then climbing left turn to 3200 direct SURFF LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 36	1393-½ 200 (200-½)			
S-LOC 36	1600-½ 407 (400-½)		1600-¾ 407 (400-¾)	
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½)	1840-2 627 (700-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-MCW	APP CRS	Rwy ldg	6501
109.5	175°	TDZE	1213
		Apt Elev	1213

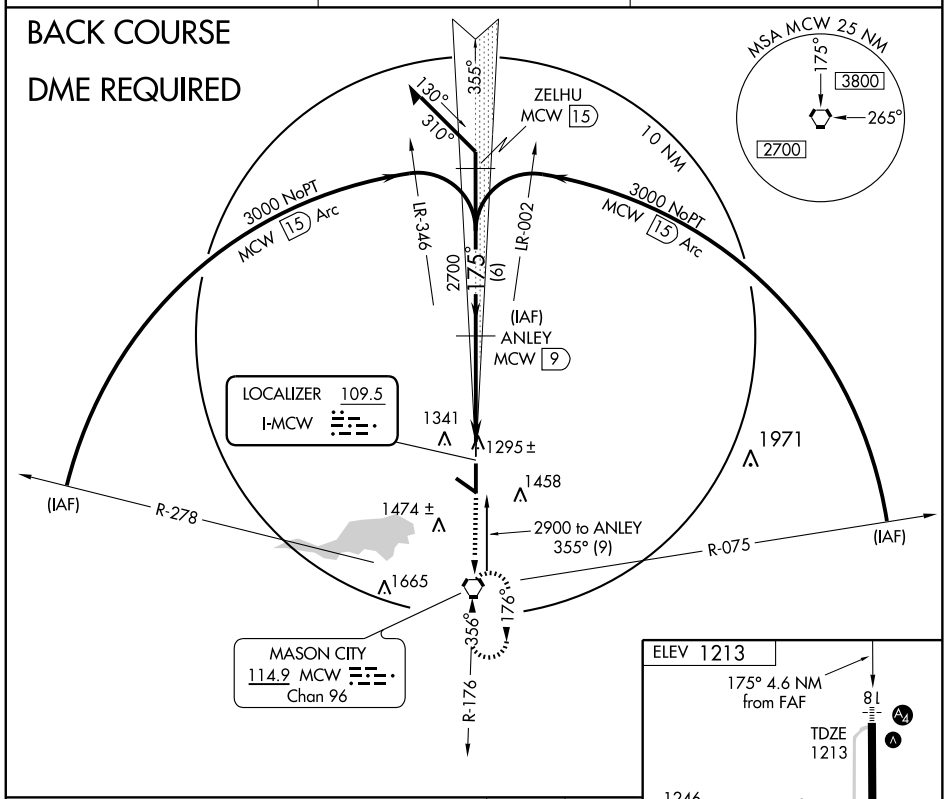
LOC BC RWY 18
MASON CITY MUNI (MCW)

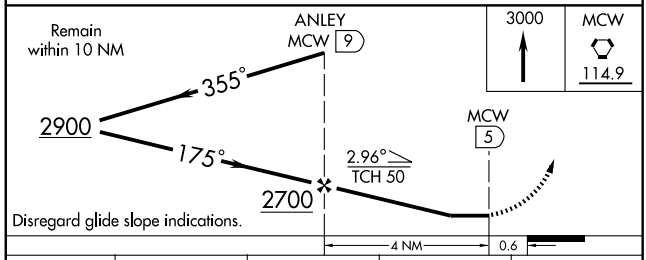
DME from MCW VORTAC. Simultaneous reception of I-MCW and MCW DME required.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

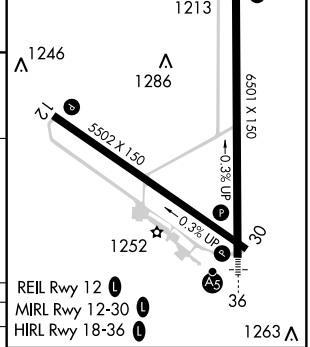
MALS A4

MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1560-¾ 347 (400-¾)			1560-1¼ 347 (400-1¼)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

WAAS Chan **40100** **W18A**	APP CRS **175°**	Rwy ldg **6501** TDZE **1213** Apt Elev **1213**

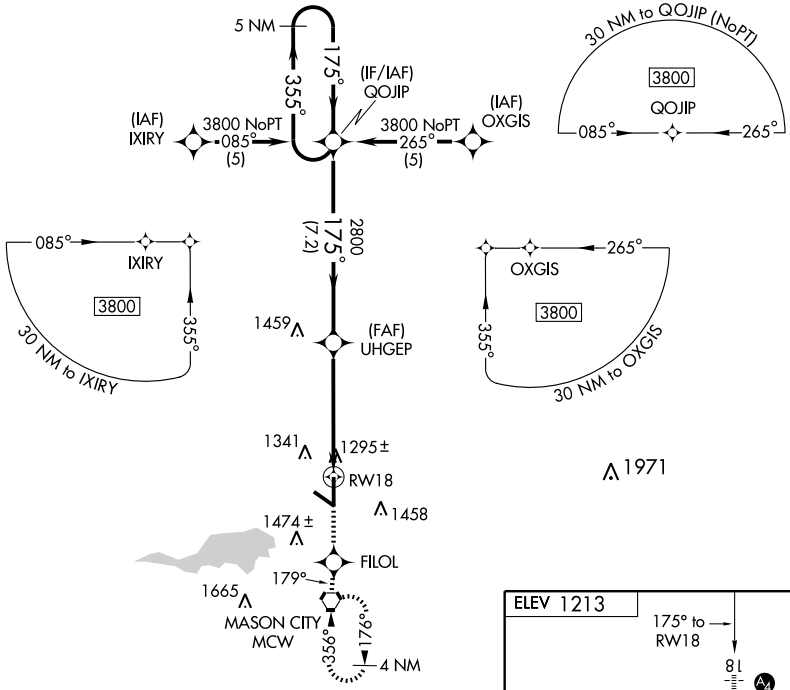
RNAV (GPS) RWY 18
MASON CITY MUNI (MCW)

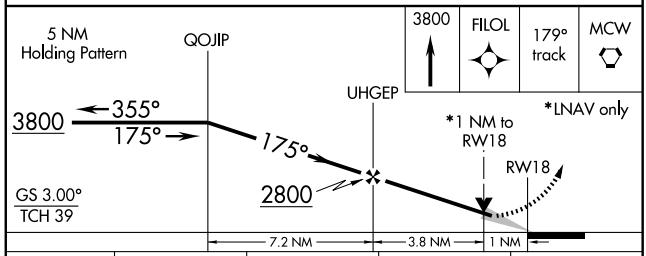
Inoperative table does not apply to LNAV/VNAV.
Baro-VNAV NA when using Charles City altimeter setting.
If local altimeter setting not received, use Charles City altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV NA below -17°C (2°F). DME/DME RNP -0.3 NA.
VDP NA when using Charles City altimeter setting.

MALS A4

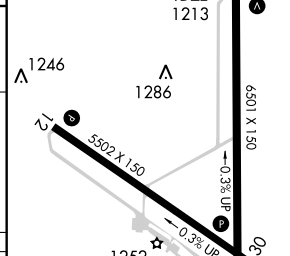
MISSED APPROACH: Climb to 3800 direct FILOL and via 179° track to MCW VORTAC and hold, continue climb-in-hold to 3800.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	**127.3 380.2**	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	1628-1½ 415 (500-1½)			
LNAV MDA	1560-¾ 347 (400-¾)			1560-1¼ 347 (400-1¼)
CIRCLING	1660-1½ 447 (500-1½)	1680-1½ 467 (500-1½)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)



REIL Rwy 12 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

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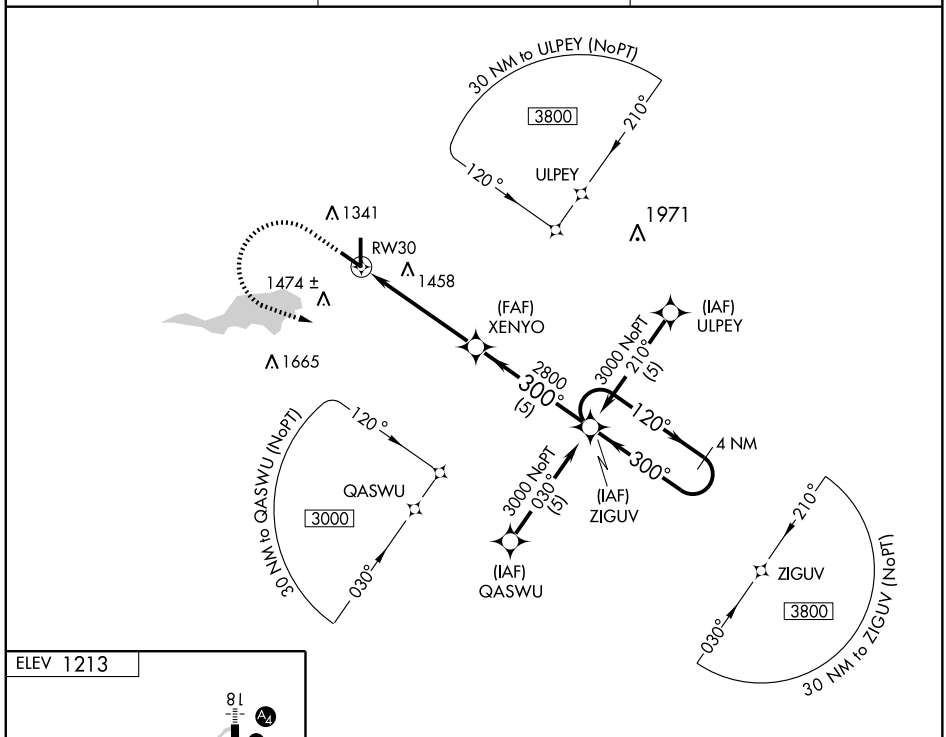
APP CRS	Rwy ldg	5502
300°	TDZE	1195
	Apt Elev	1213

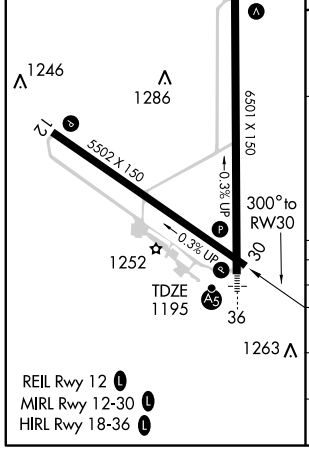
RNAV (GPS) RWY 30
MASON CITY MUNI (MCW)

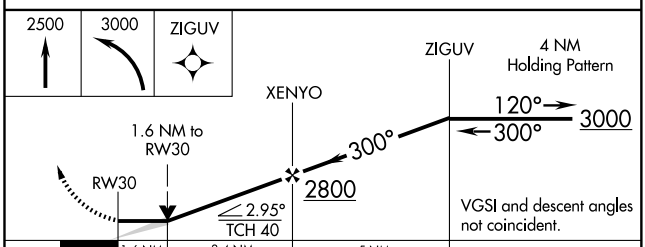
NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZIGUV WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1720-1 525 (600-1)		1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½)	1840-2 627 (700-2)

APP CRS	Rwy ldg	6501
355°	TDZE	1193
	Apt Elev	1213

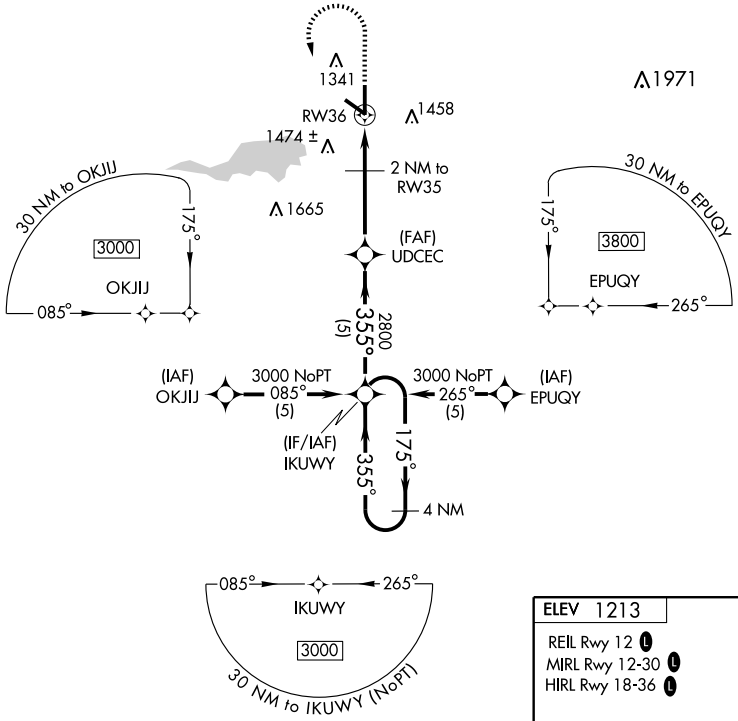
RNAV (GPS) RWY 36
MASON CITY MUNI (MCW)

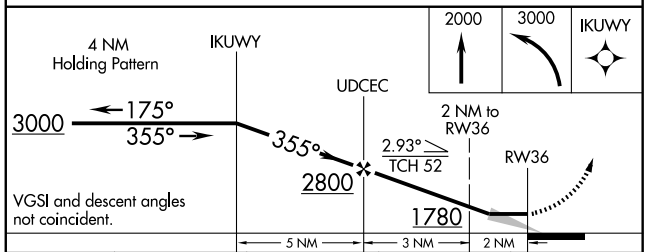
NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
Straight-in minimums NA when using Charles City altimeter setting.
DME/DME RNP- 0.3 NA.

MALSR

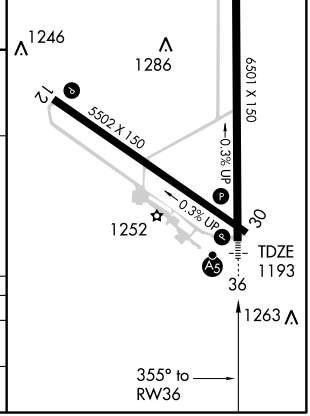
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct IKUWY WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1640-½ 447 (500-½)		1640-¾ 447 (500-¾)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)



NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC MCW	APP CRS	Rwy ldg	6501
114.9	175°	TDZE	1213
Chan 96		Apt Elev	1213

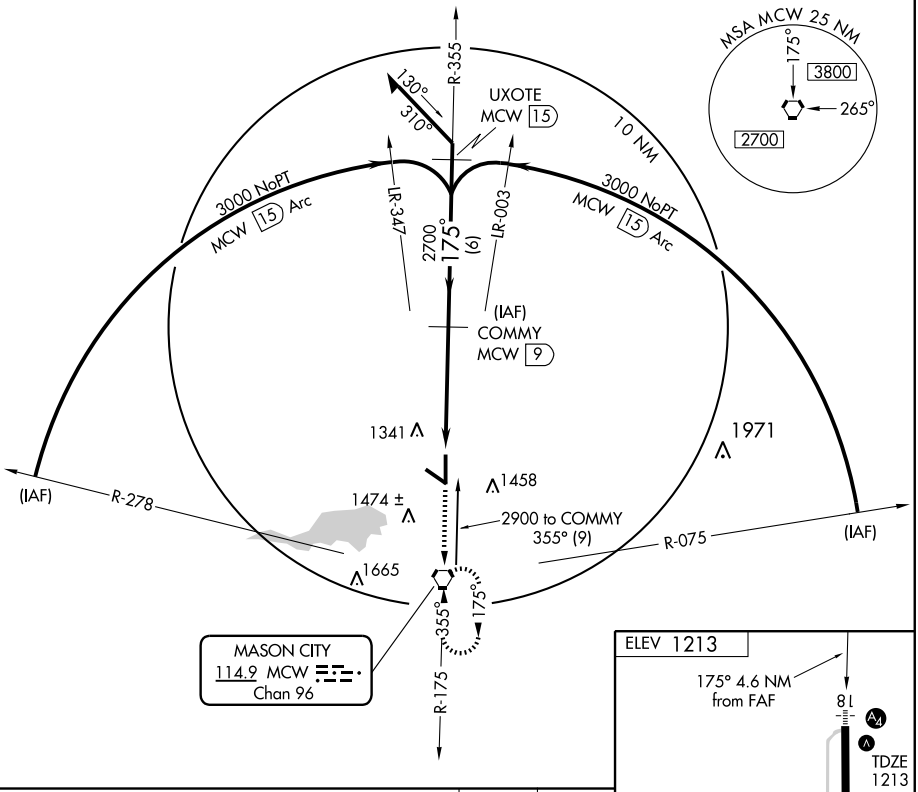
VOR/DME RWY 18
MASON CITY MUNI (MCW)

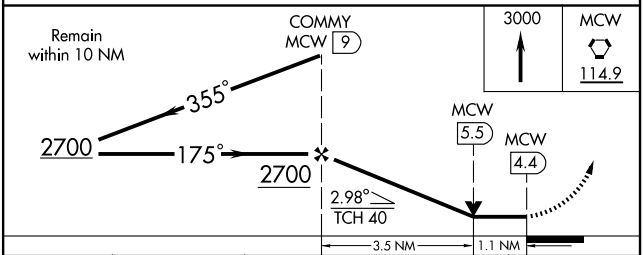
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

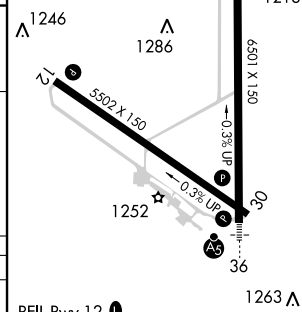
MALS

MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







REIL Rwy 12 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	1600-¾ 387 (400-¾)			1600-1¼ 387 (400-1¼)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

VORTAC MCW 114.9 Chan 96	APP CRS 356°	Rwy ldg 6501 TDZE 1193 Apt Elev 1213

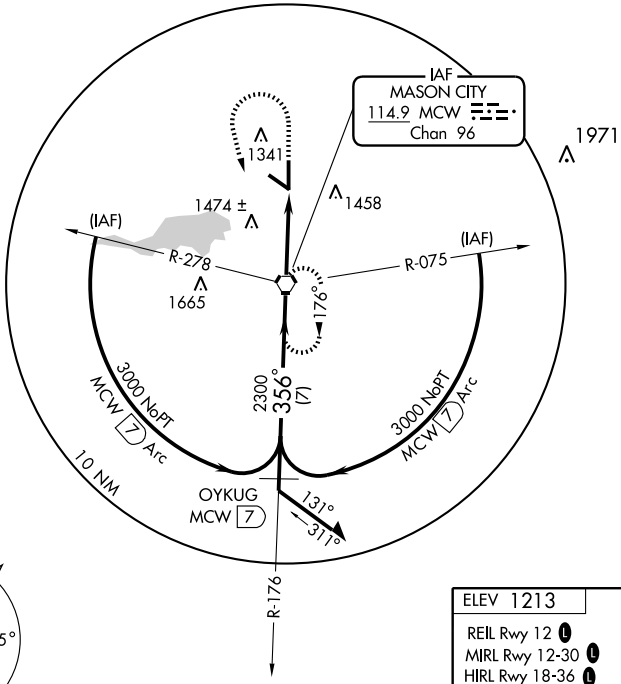
VOR RWY 36
MASON CITY MUNI (MCW)

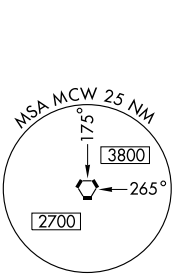
Inoperative table does not apply to Cat D.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

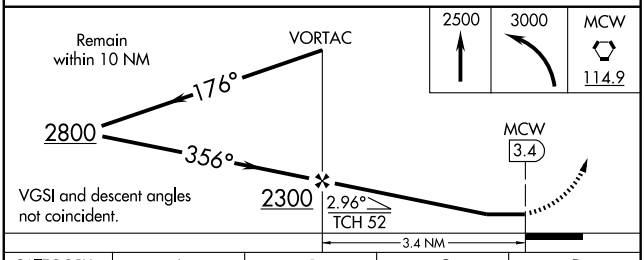
MALSR A5

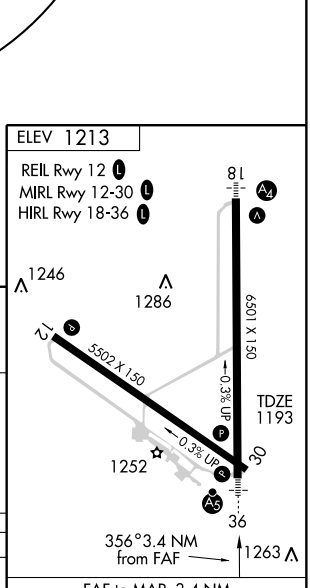
MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct MCW VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-36	1640-½ 447 (500-½)		1640-¾ 447 (500-¾)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

NC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME SPW 110.0 Chan 37	APP CRS 005°	Rwy ldg N/A TDZE N/A Apt Elev 1439

VOR/DME or GPS-A

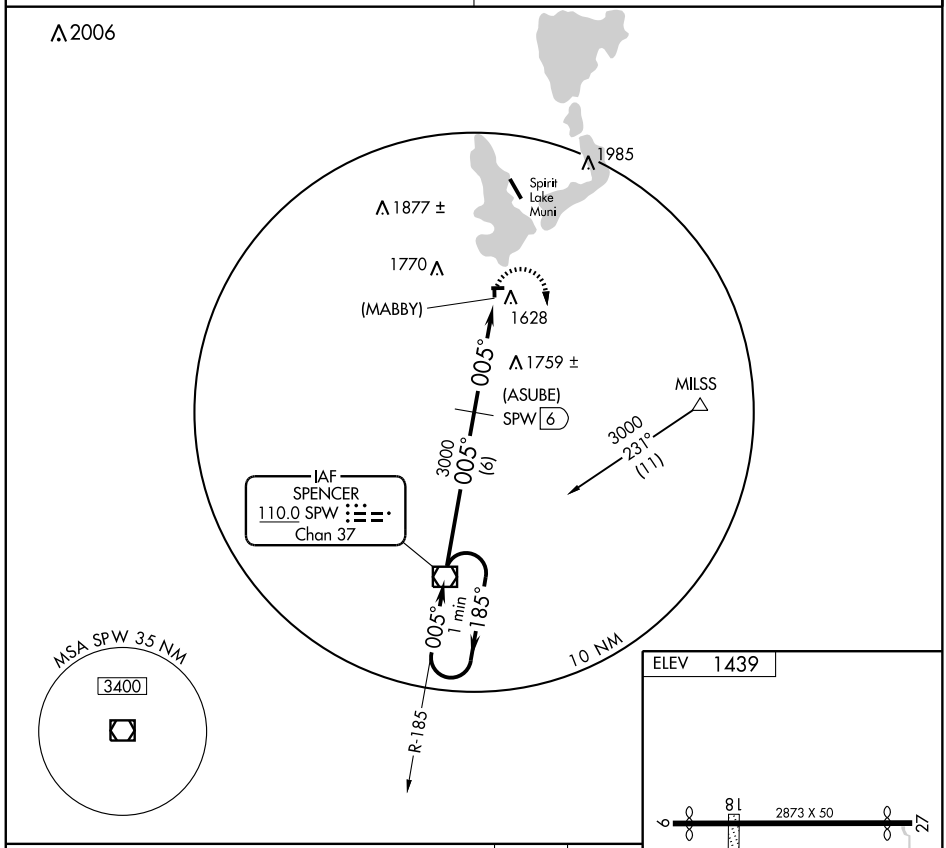
MILFORD/FULLER(4D8)

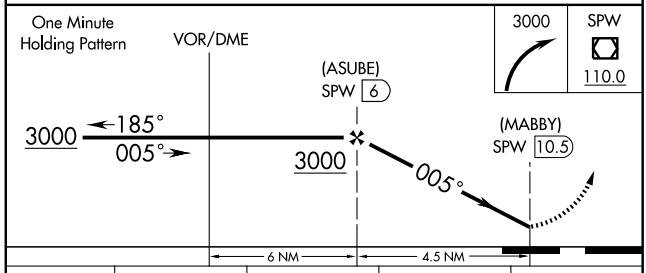
Procedure not authorized at night. Use Spencer altimeter setting; If not received, procedure not authorized.

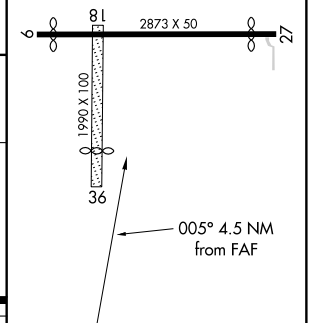
NA

MISSED APPROACH: Climbing right turn to 3000 direct SPW VOR/DME and hold.

MINNEAPOLIS CENTER	CTAF
127.75 257.7	122.9







CATEGORY	A	B	C	D
CIRCLING	2020-1 581 (600-1)		NA	

LIRL Rwys 9-27 and 18-36

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4400
153°	TDZE	827
	Apt Elev	849

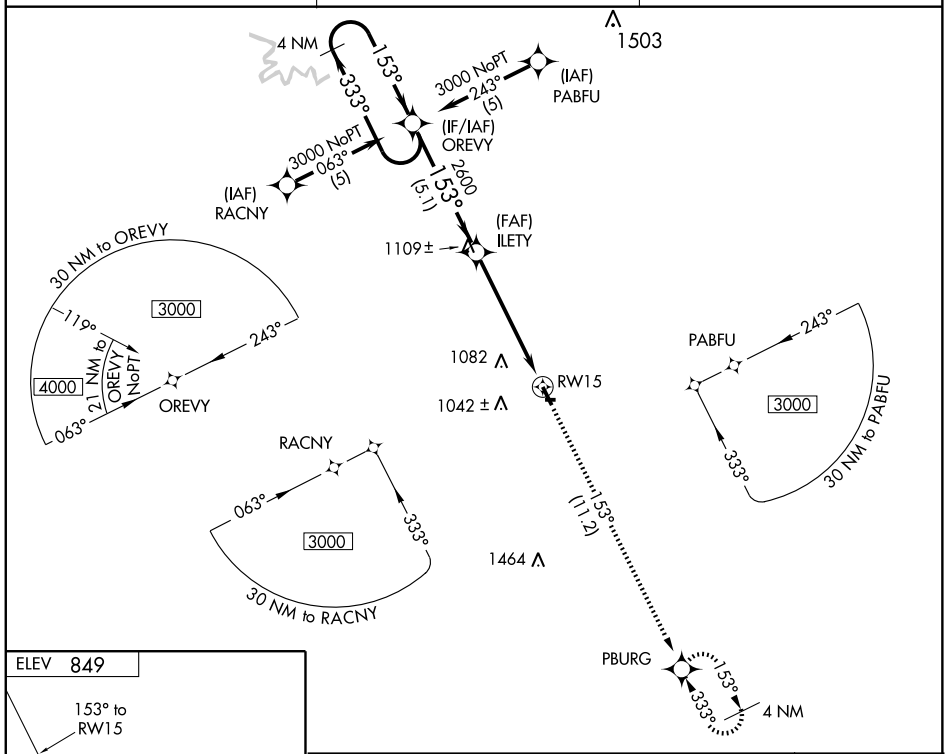
RNAV (GPS) RWY 15
MONTICELLO RGNL (MXO)

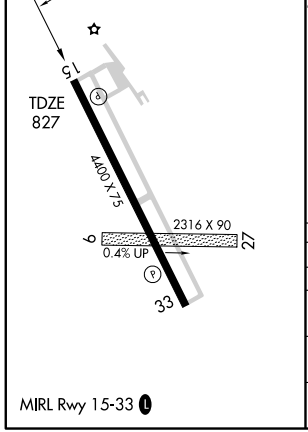
NA

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Baro-VNAV NA below -16°C (4°F)

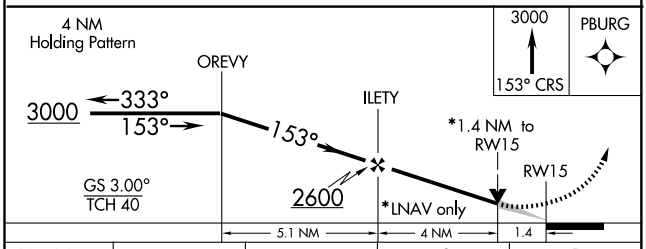
MISSED APPROACH: Climb to 3000 via 153° course to PBURG WP and hold.

AWOS-3	CEDAR RAPIDS APP CON *	UNICOM
119.275	134.05 266.8	122.8 (CTAF) L





MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1300-1¾ 473 (500-1¾)			NA
LNAV MDA	1320-1 493 (500-1)		1320-1¼ 493 (500-1¼)	NA
CIRCLING	1360-1¾ 511 (600-1¾)	1380-1¾ 531 (600-1¾)	1400-1¾ 551 (600-1¾)	NA

APP CRS	Rwy ldg	4400
333°	TDZE	829
	Apt Elev	849

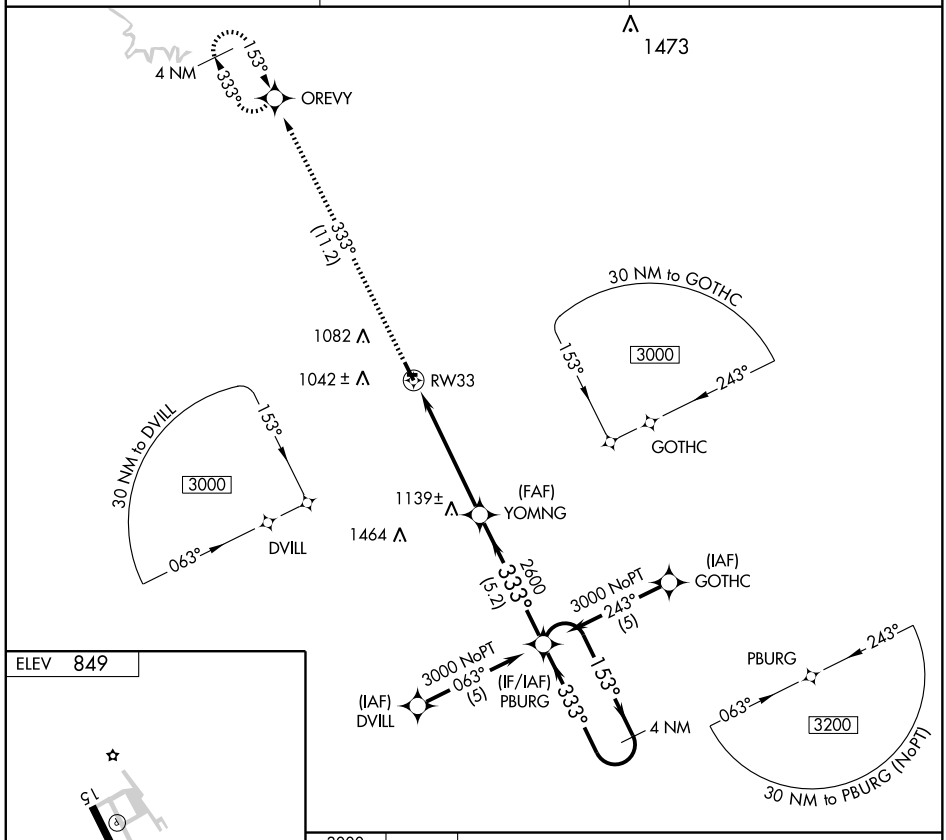
RNAV (GPS) RWY 33
MONTICELLO RGNL (MXO)

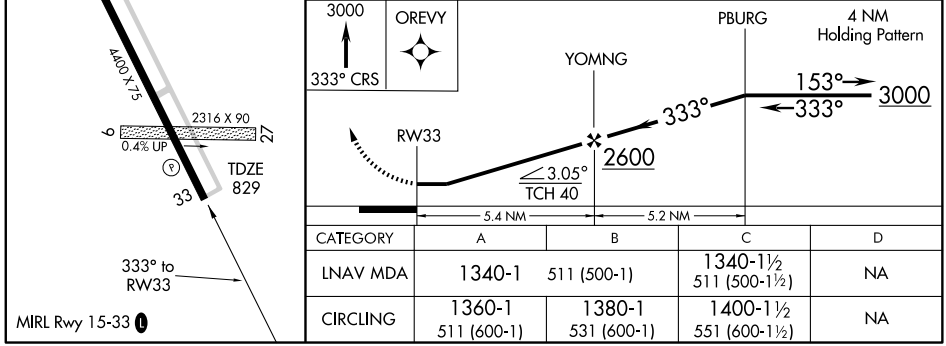
T A NA

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 333° course to OREVY WP and hold.

AWOS-3	CEDAR RAPIDS APP CON ★	UNICOM
119.275	134.05 266.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1340-1 511 (500-1)		1340-1½ 511 (500-1½)	NA
CIRCLING	1360-1 511 (600-1)	1380-1 531 (600-1)	1400-1½ 551 (600-1½)	NA

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NDB MPZ	APP CRS	Rwy ldg	4001
212	325°	TDZE	734
		Apt Elev	734

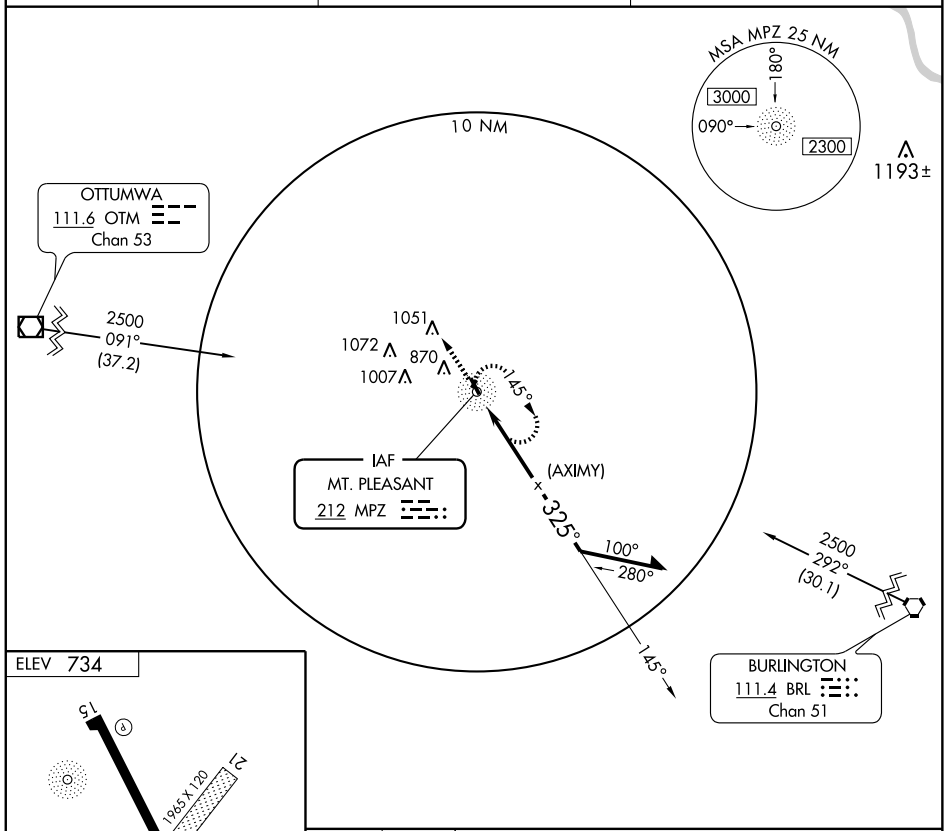
NDB or GPS RWY 33
MOUNT PLEASANT MUNI (MPZ)

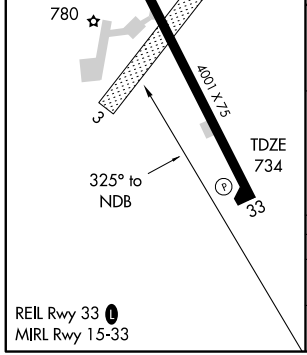
Use Burlington altimeter setting.

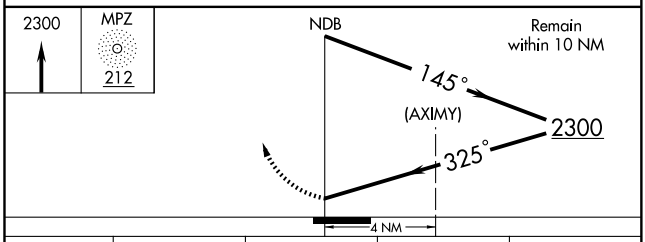
NA

MISSED APPROACH: Climb to 2300 then direct MPZ NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.325	135.6 316.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-33	1340-1 606 (700-1)		1340-1¾ 606 (700-1¾)	NA
CIRCLING	1340-1 606 (700-1)	1420-1 686 (700-1)	1420-2 686 (700-2)	NA

LOC/DME I-LUC 109.15 Chan 28 (Y)	APP CRS 240°	Rwy ldg 5500 TDZE 545 Apt Elev 547

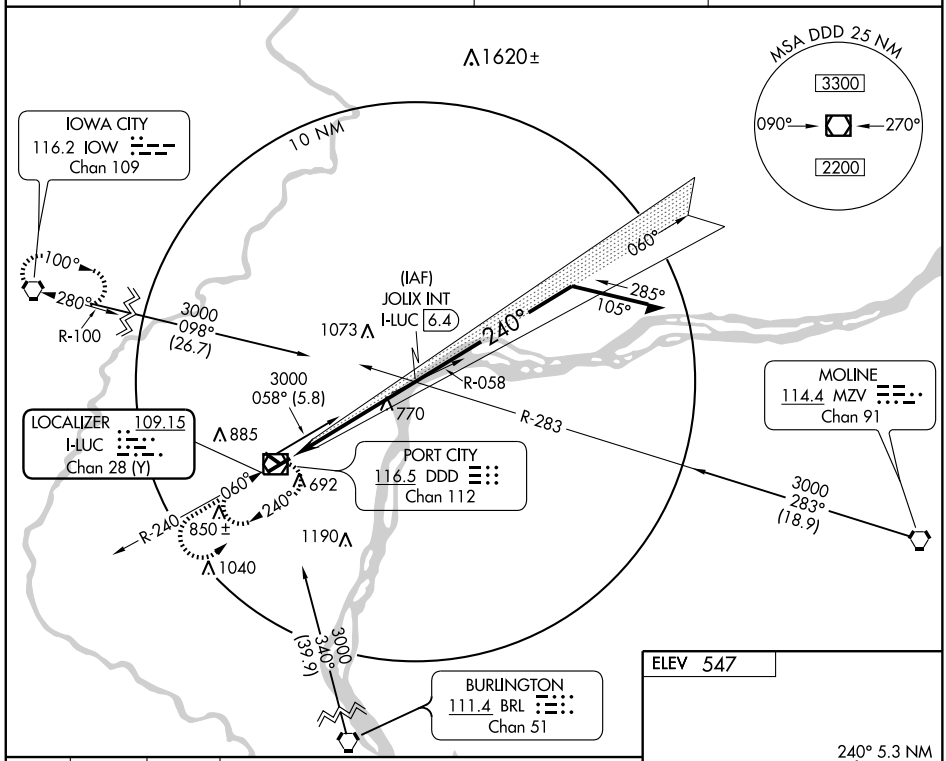
ILS or LOC RWY 24
MUSCATINE MUNI (MUT)

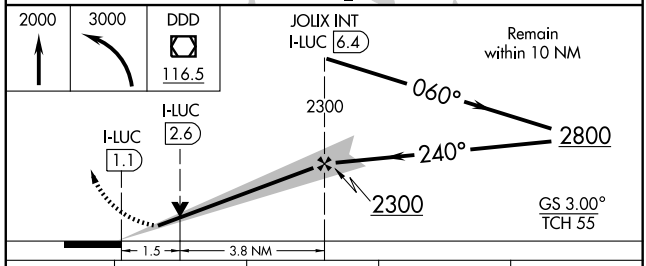
If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Iowa City Muni altimeter setting.

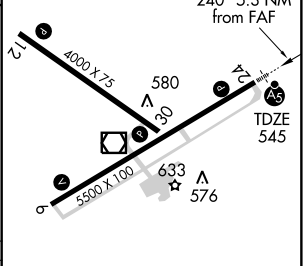
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)		1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 6, 12, and 30 L

MIRL Rwy 6-24 and 12-30 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

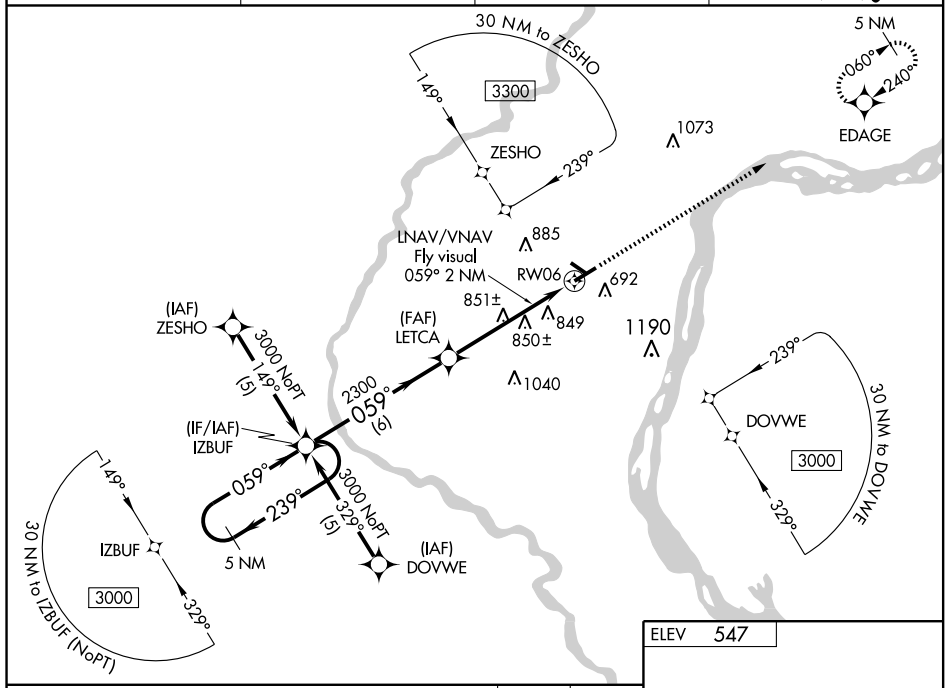
WAAS CH 53701 W06A	APP CRS 059°	Rwy ldg 5500 TDZE 547 Apt Elev 547

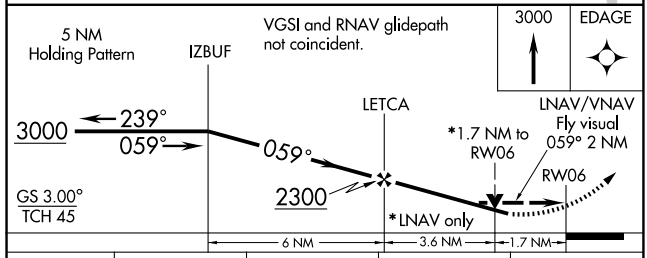
RNAV (GPS) RWY 6
MUSCATINE MUNI (MUT)

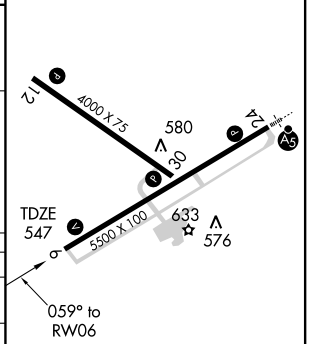
DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3	QUAD CITY APP CON *	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
LNAV/VNAV DA	1232-2 685 (700-2)			1232-2¼ 685 (700-2¼)
LNAV MDA	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-2½ 573 (600-2½)	1160-2½ 613 (700-2½)	1200-2½ 653 (700-2½)	

REIL Rwys 6, 12, and 30 L
MIRL Rwy 6-24 and 12-30 L

WAAS CH 99701 W24A	APP CRS 240°	Rwy ldg 5500 TDZE 545 Apt Elev 547

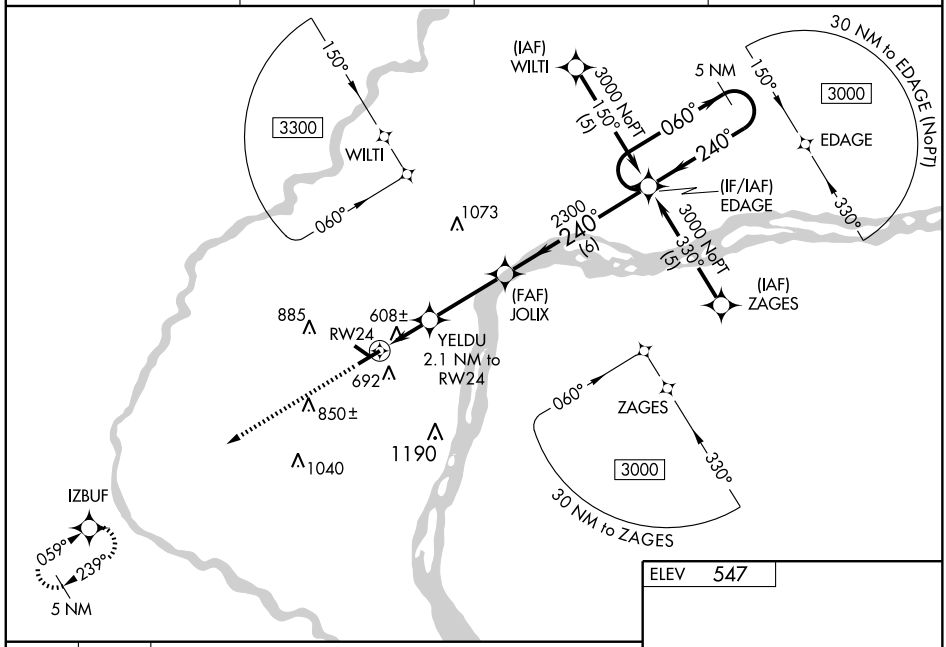
RNAV (GPS) RWY 24
MUSCATINE MUNI (MUT)

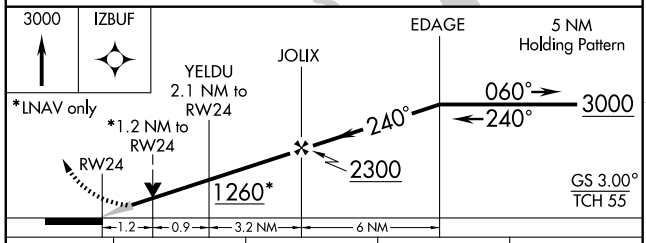
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV Cat. D visibility to 1¼.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MALSR

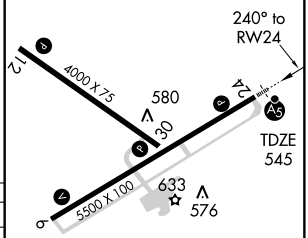
MISSED APPROACH: Climb to 3000 direct IZBUF and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L





ELEV 547



CATEGORY	A	B	C	D
LPV DA	812-½ 267 (300-½)			
LNAV/VNAV DA	874-¾ 329 (400-¾)			
LNAV MDA	960-½ 415 (500-½)		960-¾ 415 (500-¾)	960-1 415 (500-1)
CIRCLING	1000-1¼ 453 (500-1¼)	1160-1¼ 613 (700-1¼)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 6, 12, and 30 L
MIRL Rwy 6-24 and 12-30 L

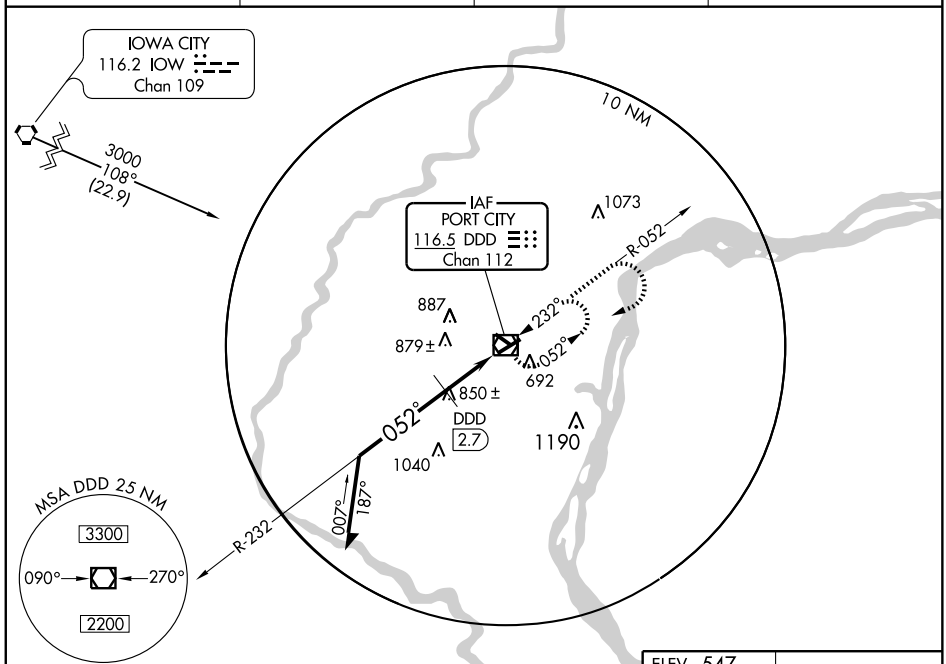
NC-3, 14 JAN 2010 to 11 FEB 2010

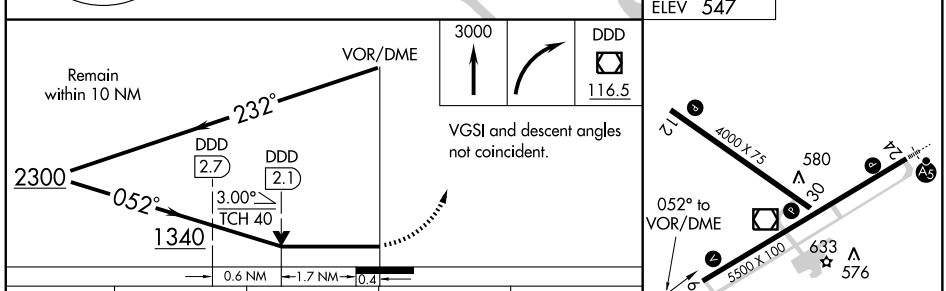
VOR/DME DDD	APP CRS	Rwy ldg 5500
116.5	052°	TDZE 547
Chan 112		Apt Elev 547

VOR RWY 6
MUSCATINE MUNI (MUT)

MISSED APPROACH: Climb to 3000, then right turn direct DDD VOR/DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-6	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
CIRCLING	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
DME MINIMUMS				
S-6	1140-1 593 (600-1)		1140-1½ 593 (600-1½)	1140-1¾ 593 (600-1¾)
CIRCLING	1140-1 593 (600-1)		1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 6, 12, and 30 L
MIRL Rwy 6-24 and 12-30 L

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-MGX	APP CRS	Rwy ldg	5599
109.7	318°	TDZE	950
		Apt Elev	953

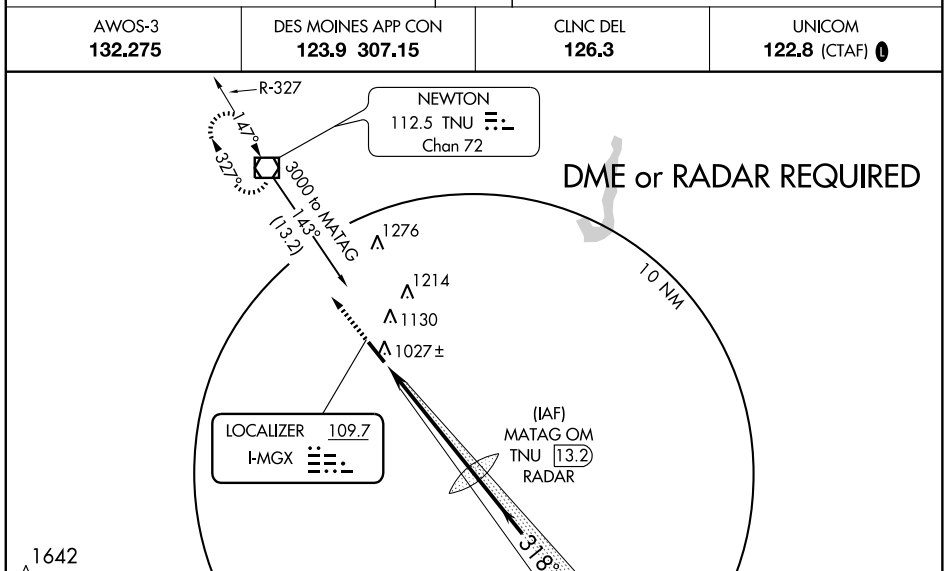
ILS or LOC RWY 32
NEWTON MUNI (TNU)

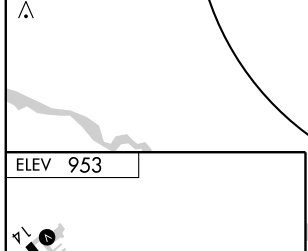
NA

MALSR

MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.

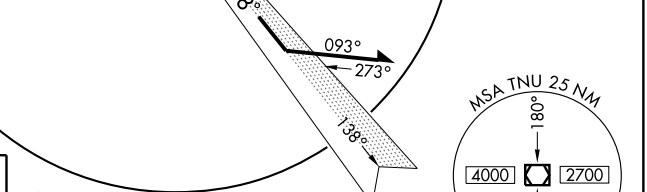
AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF)





REIL Rwy 14
MIRL Rwy 14-32

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 32	1150-½ 200 (200-½)			
S-LOC 32	1300-½ 350 (400-½)			1300-¾ 350 (400-¾)
CIRCLING	1440-1 487 (500-1)		1440-1½ 487 (500-1½)	1520-2 567 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

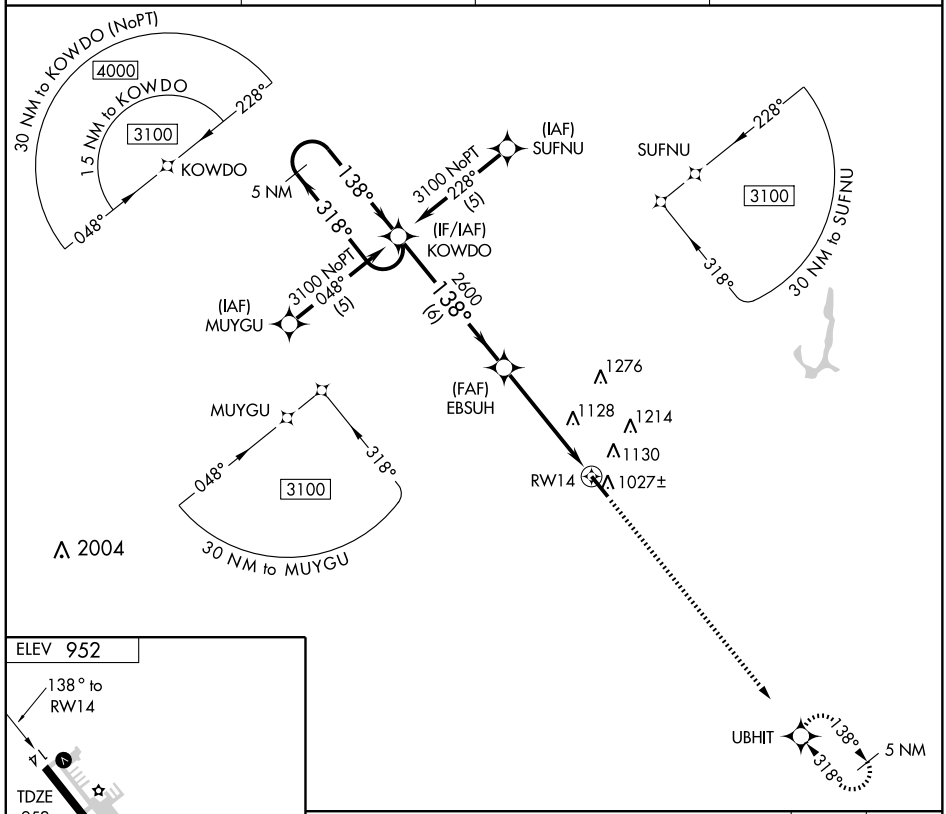
APP CRS	Rwy ldg	5599
138°	TDZE	952
	Apt Elev	952

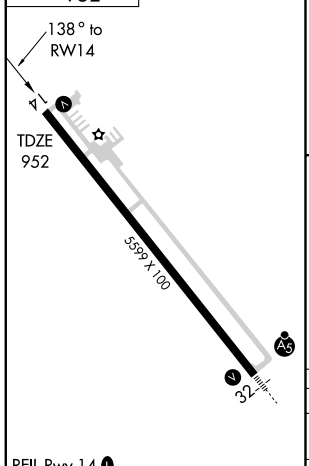
RNAV (GPS) RWY 14
NEWTON MUNI (TNU)

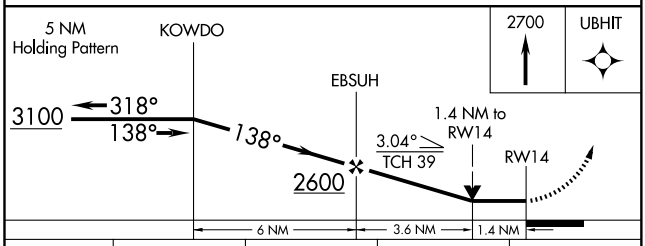
If local altimeter setting not received, use Des Moines altimeter setting and increase all MDAs 80 feet.
DME/DME RNP- 0.3 NA.
VDP NA when using Des Moines altimeter setting.

MISSED APPROACH: Climb to 2700 direct UBHIT and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1 488 (500-1)		1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1 488 (500-1)		1440-1½ 488 (500-1½)	1520-2 568 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

WAAS CH 99702 W32A	APP CRS 318°	Rwy ldg 5599 TDZE 950 Apt Elev 952

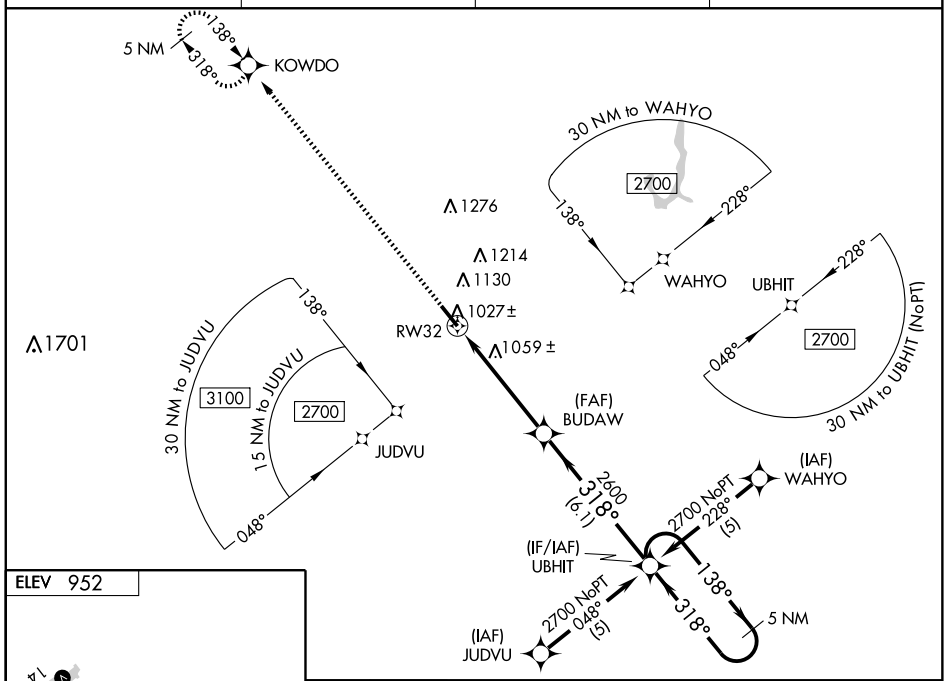
RNAV (GPS) RWY 32
NEWTON MUNI (TNU)

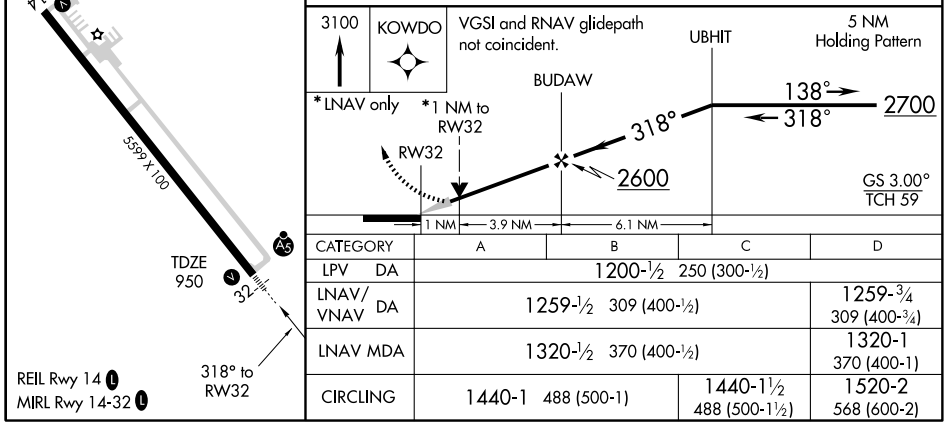
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1¼ mile.
Baro-VNAV NA when using Des Moines altimeter setting.
If local altimeter setting not received, use Des Moines altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP NA when using Des Moines altimeter setting.

MALSR

MISSED APPROACH: Climb to 3100 direct KOWDO and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1200-½ 250 (300-½)			
LNAV/VNAV DA	1259-½ 309 (400-½)			1259-¾ 309 (400-¾)
LNAV MDA	1320-½ 370 (400-½)			1320-1 370 (400-1)
CIRCLING	1440-1 488 (500-1)		1440-1½ 488 (500-1½)	1520-2 568 (600-2)

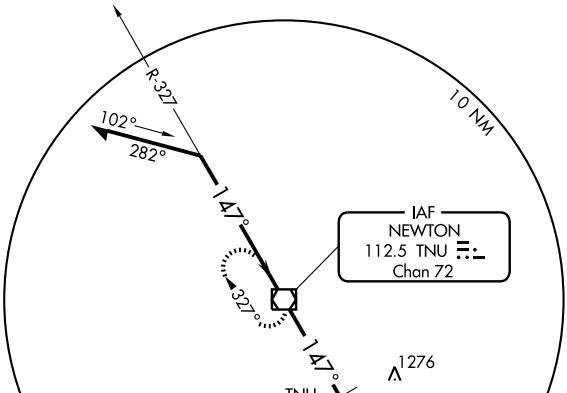
NC-3, 14 JAN 2010 to 11 FEB 2010

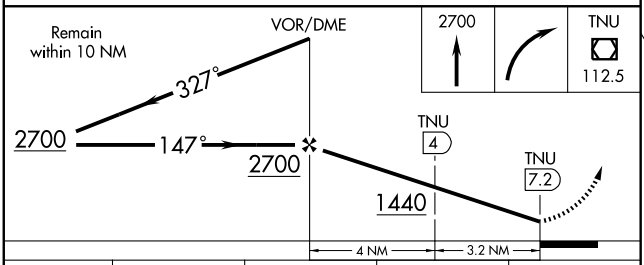
VOR/DME TNU	APP CRS	Rwy ldg	5599
112.5	147°	TDZE	952
Chan 72		Apt Elev	953

VOR RWY 14
NEWTON MUNI (TNU)

MISSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.

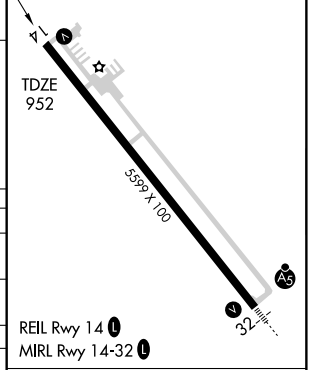
AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1440-1	488 (500-1)	1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)
DME MINIMUMS				
S-14	1380-1	428 (500-1)	1380-1¼ 428 (500-1¼)	1380-1½ 428 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

ELEV 953



FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME TNU 112.5 Chan 72	APP CRS 325°	Rwy ldg 5599 TDZE 950 Apt Elev 952

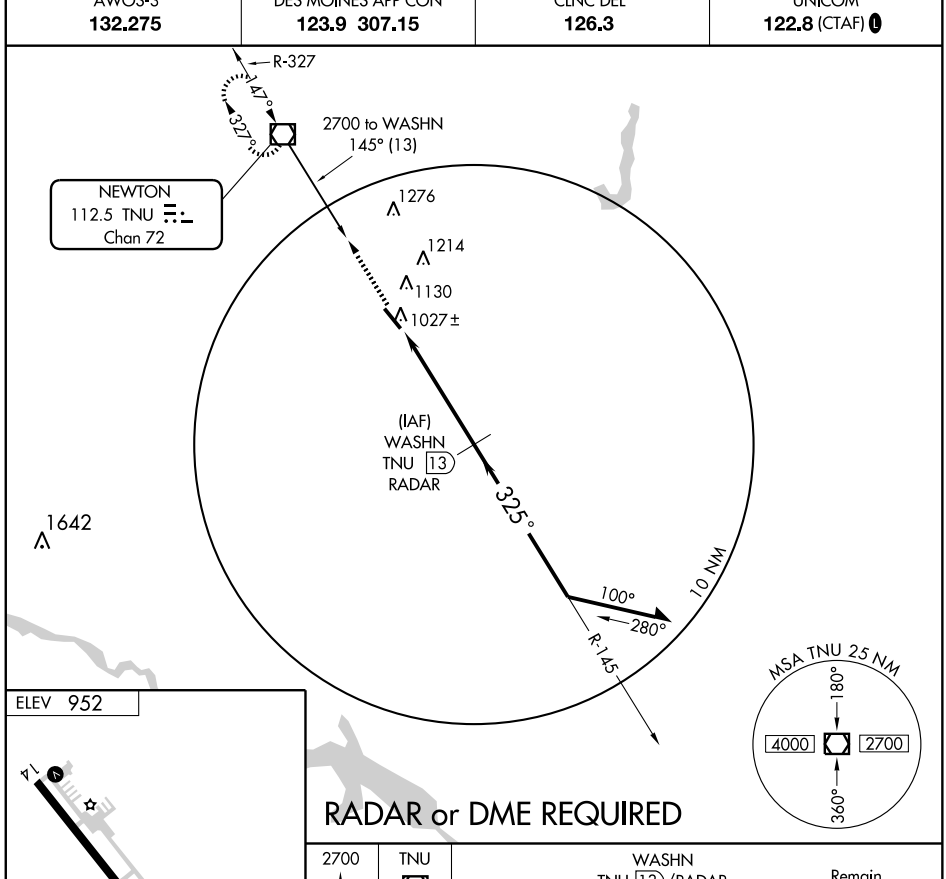
VOR RWY 32
NEWTON MUNI (TNU)

For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.

MALSR

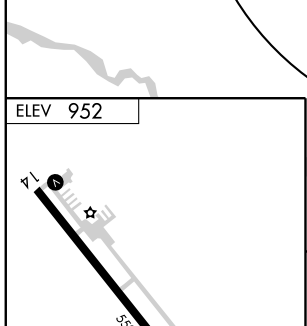
MISSED APPROACH: Climb to 2700 direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L



NC-3, 14 JAN 2010 to 11 FEB 2010

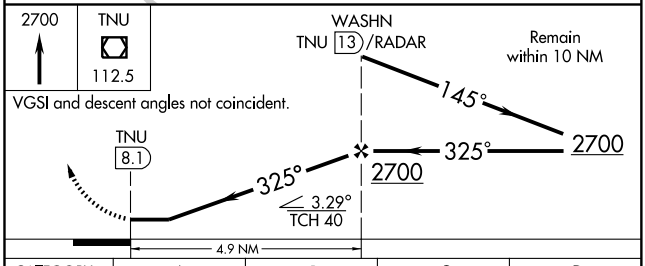
ELEV 952



REIL Rwy 14 L
MIRL Rwy 14-32 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-32	1300-½ 350 (400-½)			1300-1 350 (400-1)
CIRCLING	1440-1 487 (500-1)		1440-1½ 487 (500-1½)	1520-2 567 (600-2)

OELWEIN, IOWA

AL-6004 (FAA)

NDB OLZ	APP CRS	Rwy ldg	4001
260	120°	TDZE	1076
		Apt Elev	1076

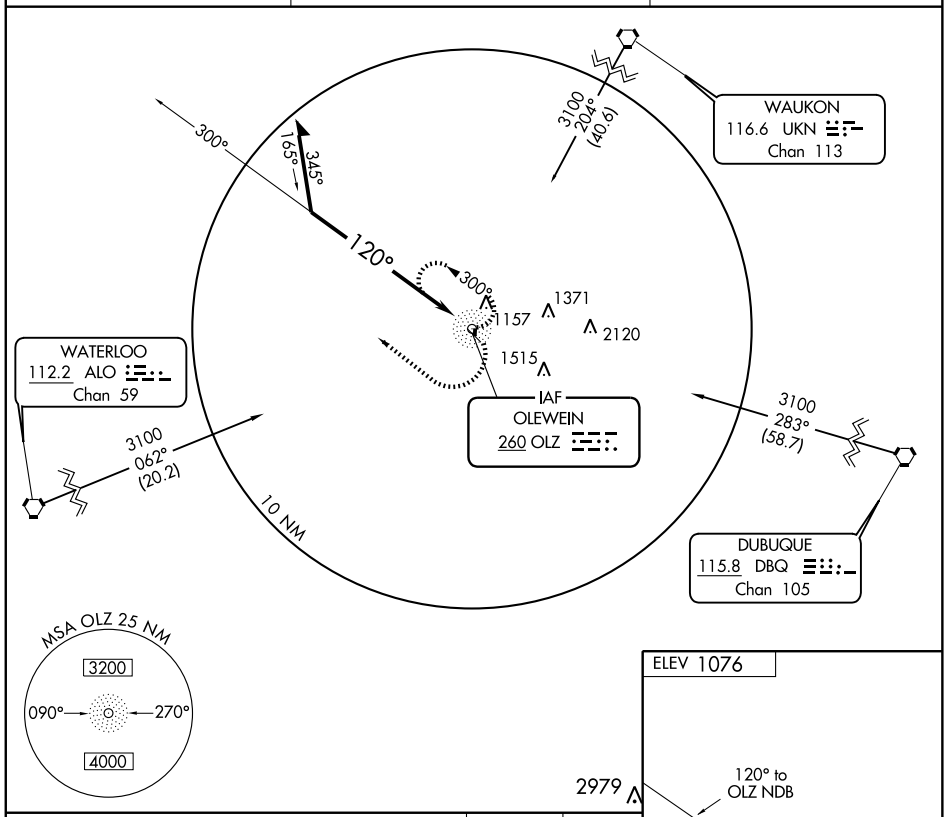
NDB RWY 13

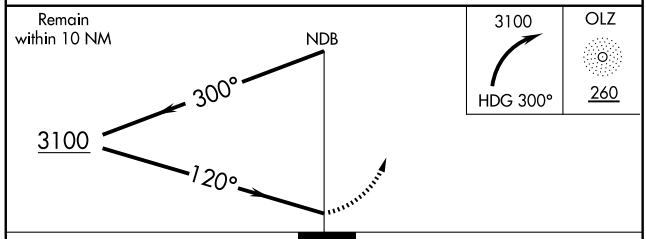
OELWEIN MUNI (OLZ)

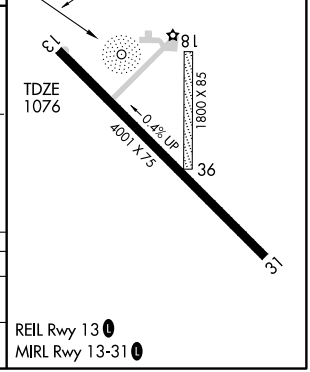
NA

MISSED APPROACH: Climbing right turn to 3100 via heading 300° then direct OLZ NDB and hold.

AWOS-3	WATERLOO APP CON*	UNICOM
119.675	118.9 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)
CIRCLING	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)

REIL Rwy 13 L

MIRL Rwy 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

OELWEIN, IOWA

AL-6004 (FAA)

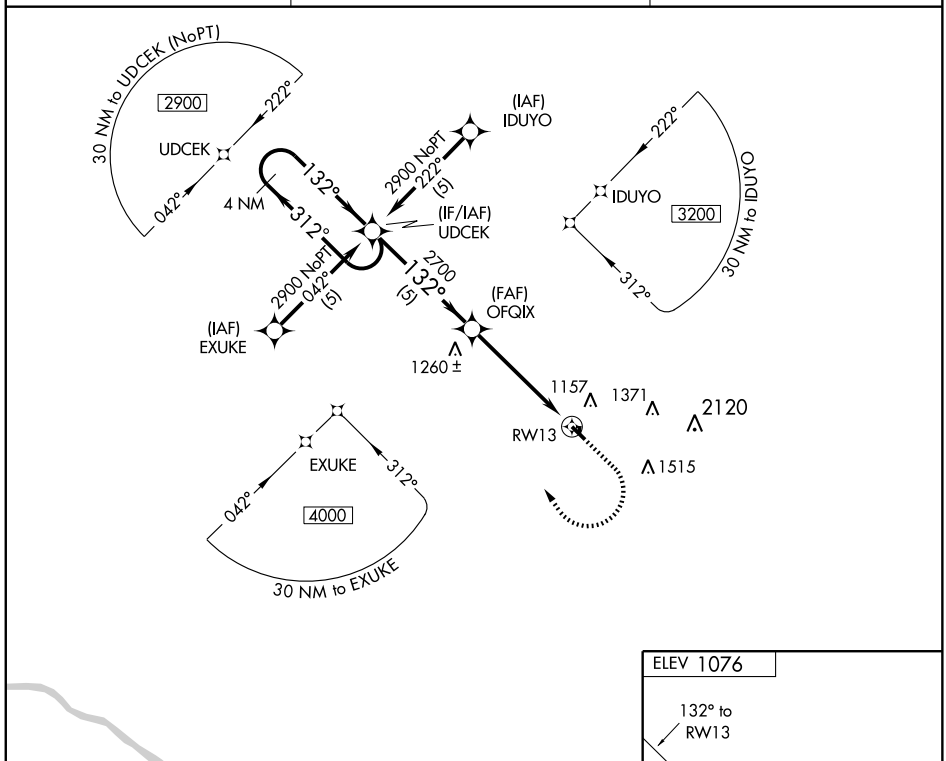
RNAV (GPS) RWY 13
OELWEIN MUNI (OLZ)

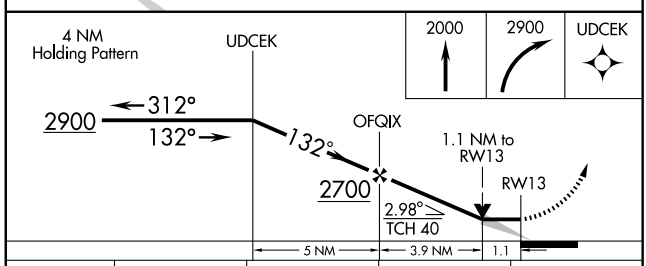
APP CRS	Rwy ldg	4001
132°	TDZE	1076
	Apt Elev	1076

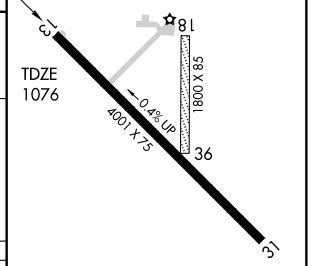
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

AWOS-3	WATERLOO APP CON*	UNICOM
119.675	118.9 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1460-1 384 (400-1)			1460-1¼ 384 (400-1¼)
CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1540-1½ 464 (500-1½)	1640-2 564 (600-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

NC-3. 14 JAN 2010 to 11 FEB 2010

OELWEIN, IOWA

AL-6004 (FAA)

VORTAC ALO 112.2 Chan 59	APP CRS 062°	Rwy ldg N/A TDZE N/A Apt Elev 1076

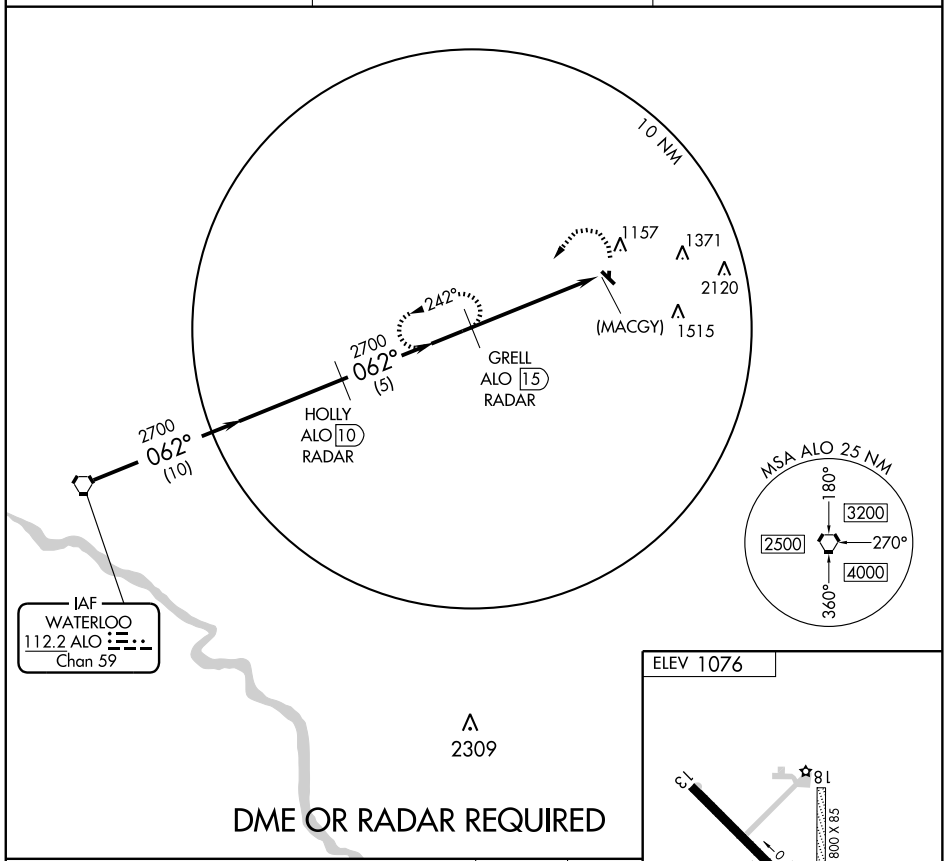
VOR or GPS-A

OELWEIN MUNI (OLZ)

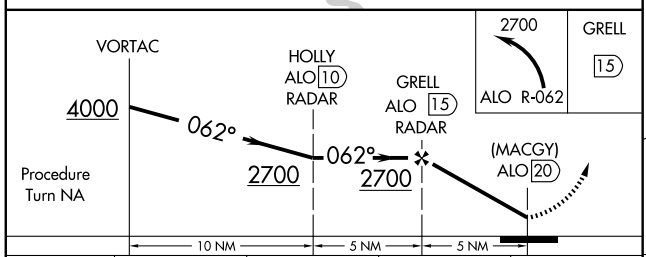
Radar not available when Waterloo Tower not in operation.

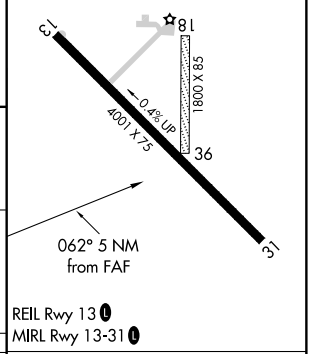
MISSED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
119.675	118.9 257.8	122.8 (CTAF) L



DME OR RADAR REQUIRED





REIL Rwy 13 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
CIRCLING	1600-1 524 (600-1)		1640-1½ 564 (600-1½)	1640-2 564 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 14 JAN 2010 to 11 FEB 2010

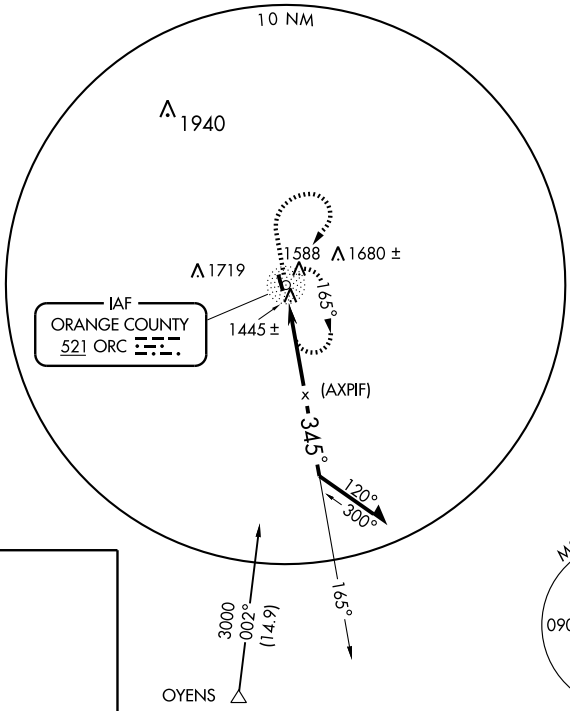
NDB ORC 521	APP CRS 345°	Rwy ldg 4250 TDZE 1414 Apt Elev 1414

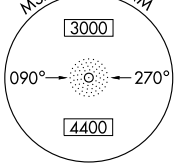
NDB or GPS RWY 34
ORANGE CITY MUNI (ORC)

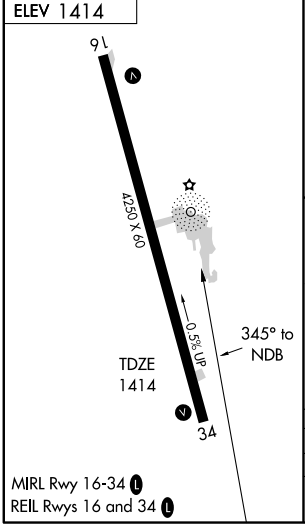
NA

MISSED APPROACH: Climb to 3000 then right turn direct ORC NDB and hold.

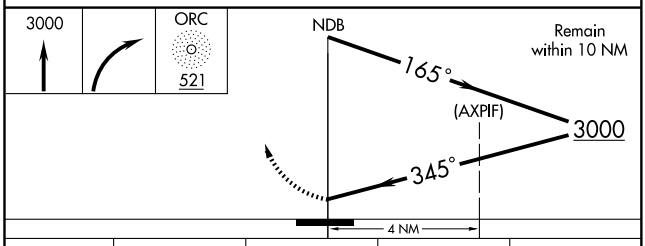
AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	124.1 269.0	122.8 (CTAF)







MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
S-34	1920-1	506 (600-1)	1920-1½	506 (600-1½)
CIRCLING	1920-1	506 (600-1)	1920-1½ 506 (600-1½)	1980-2 566 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4000
178°	TDZE	1110
	Apt Elev	1110

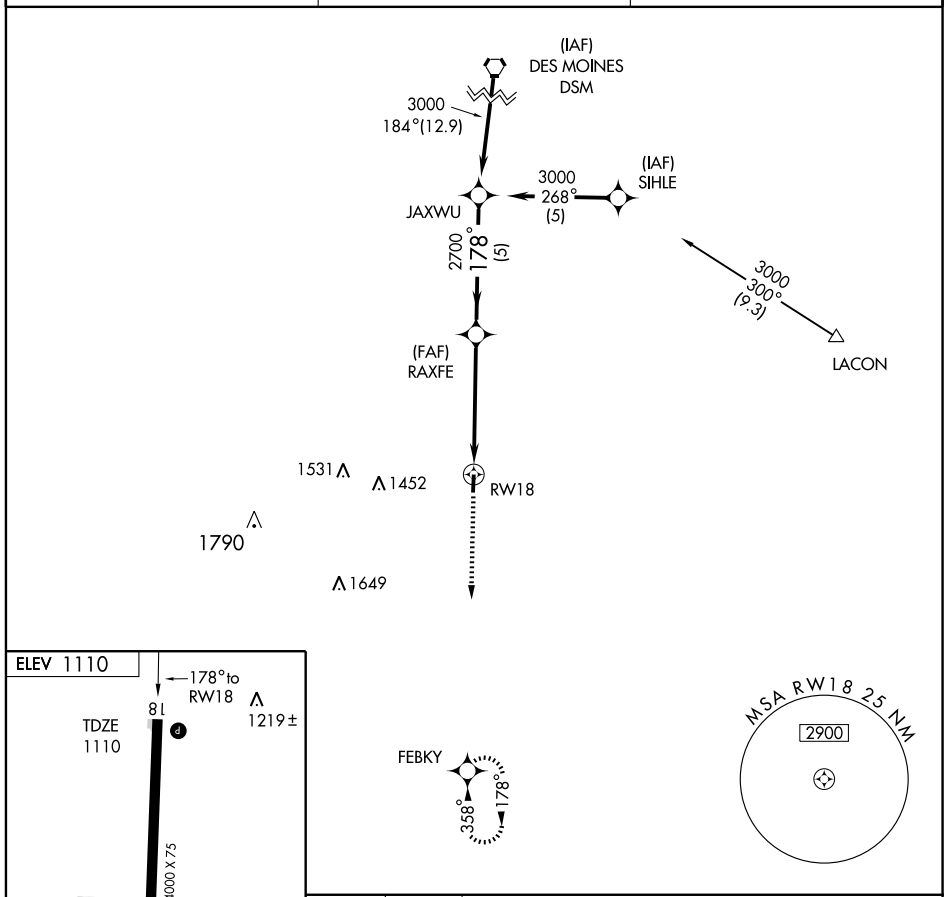
GPS RWY 18
OSCEOLA MUNI (I75)

NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEBKY WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.975	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1560-1 450 (500-1)		NA	
CIRCLING	1680-1 570 (600-1)		NA	

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

APP CRS	Rwy ldg	4000
358°	TDZE	1110
	Apt Elev	1110

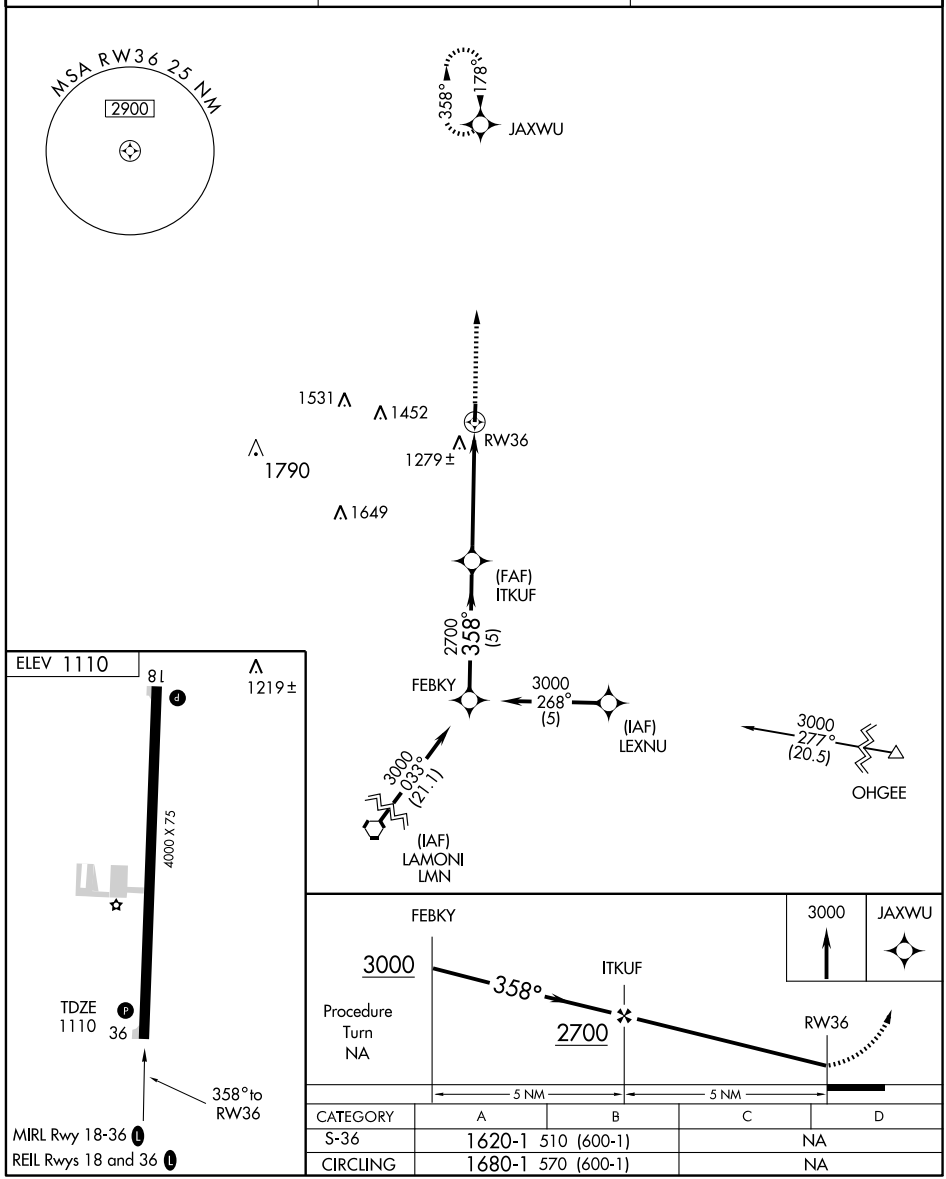
GPS RWY 36
OSCEOLA MUNI (I75)

NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct JAXWU WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.975	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	1620-1 510 (600-1)		NA	
CIRCLING	1680-1 570 (600-1)		NA	

VORTAC DSM 117.5 Chan 122	APP CRS 178°	Rwy ldg 4000 TDZE 1110 Apt Elev 1110

VOR/DME RWY 18

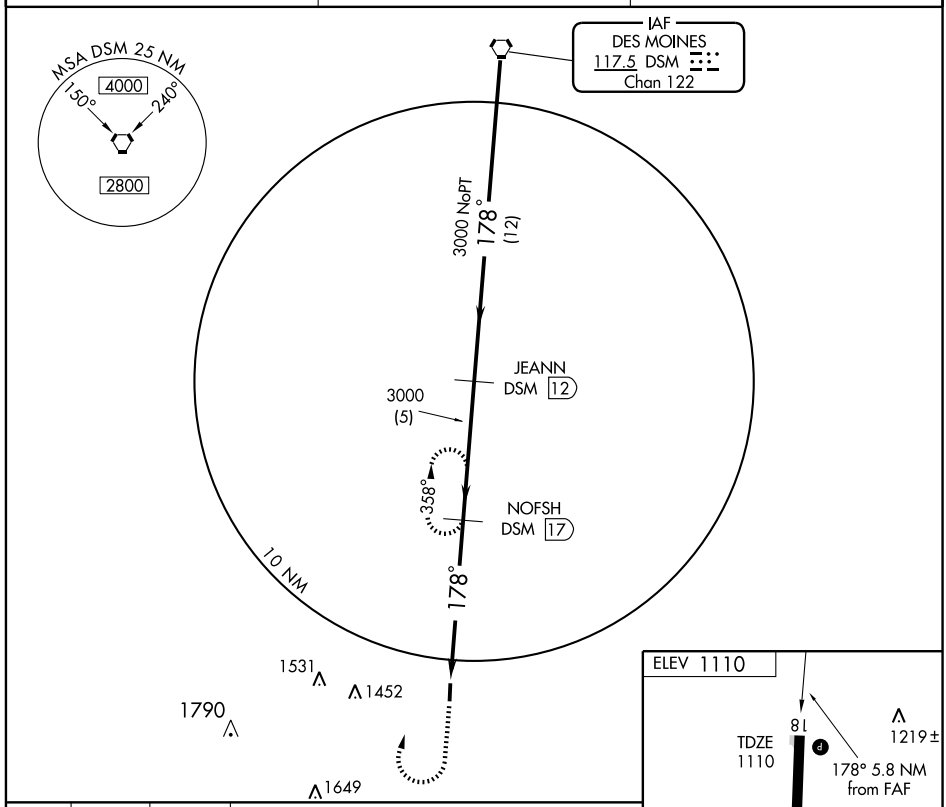
OSCEOLA MUNI (I75)

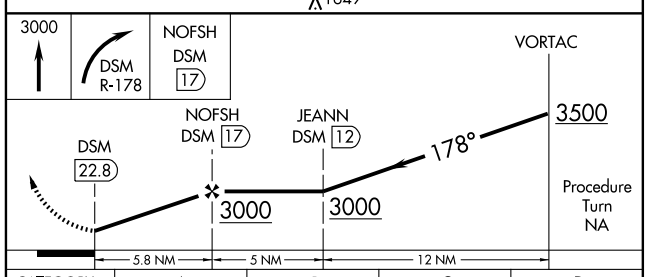
NA

Use Des Moines altimeter setting.

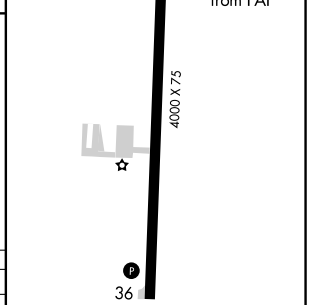
MISSED APPROACH: Climb to 3000 then right turn via DSM R-178 to NOFSH/17 DME and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.975	135.2 360.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1580-1 470 (500-1)	1580-1¼ 470 (500-1¼)	NA	
CIRCLING	1680-1 570 (600-1)	1680-1¼ 570 (600-1¼)	NA	



MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

NDB OOA	APP CRS	Rwy ldg	1926
414	194°	TDZE	840
		Apt Elev	841

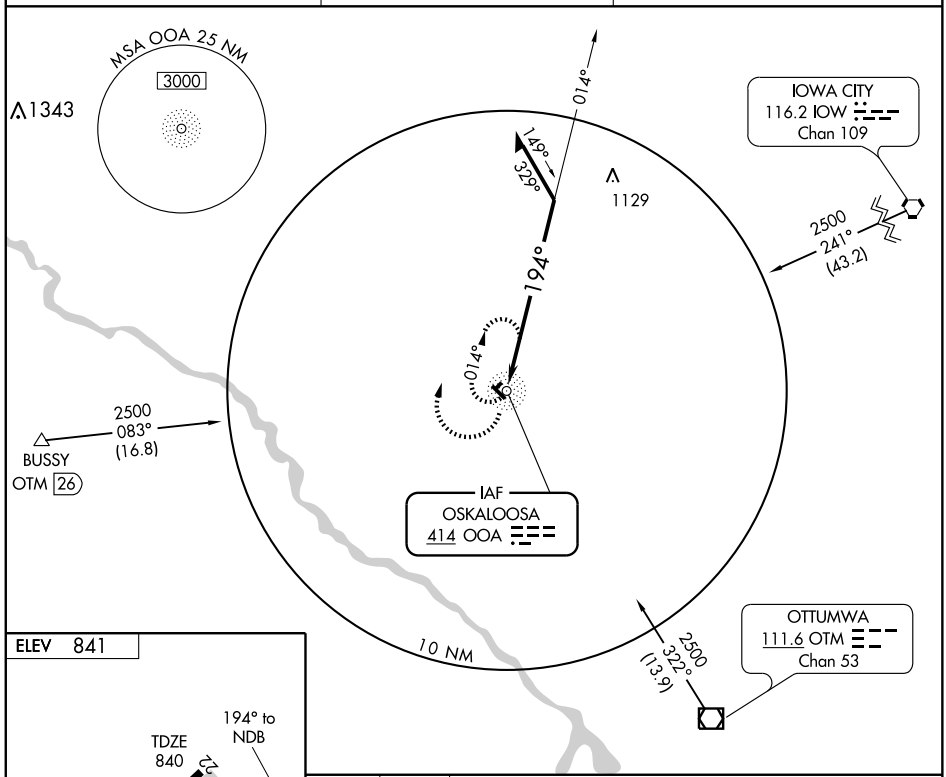
NDB RWY 22
OSKALOOSA MUNI (OOA)

T
A NA

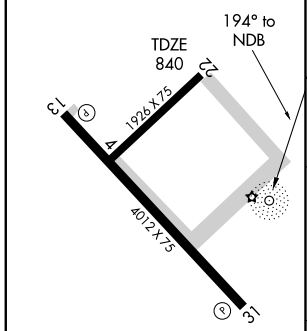
Straight-in minimums NA at night. When local altimeter setting not received, use Ottumwa altimeter setting and increase all MDA 20 feet.

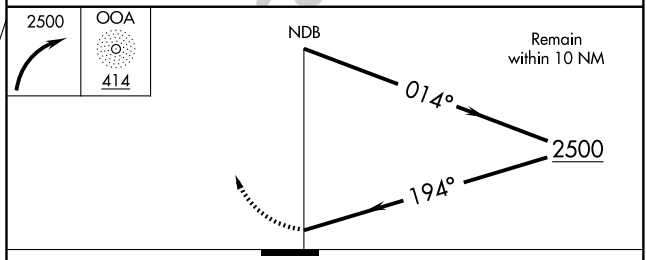
MISSED APPROACH:
Climbing right turn to 2500 in OOA NDB holding pattern.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L



ELEV 841





CATEGORY	A	B	C	D
S-22	1540-1	700 (700-1)	1540-2 700 (700-2)	NA
CIRCLING	1540-1	699 (700-1)	1540-2 699 (700-2)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

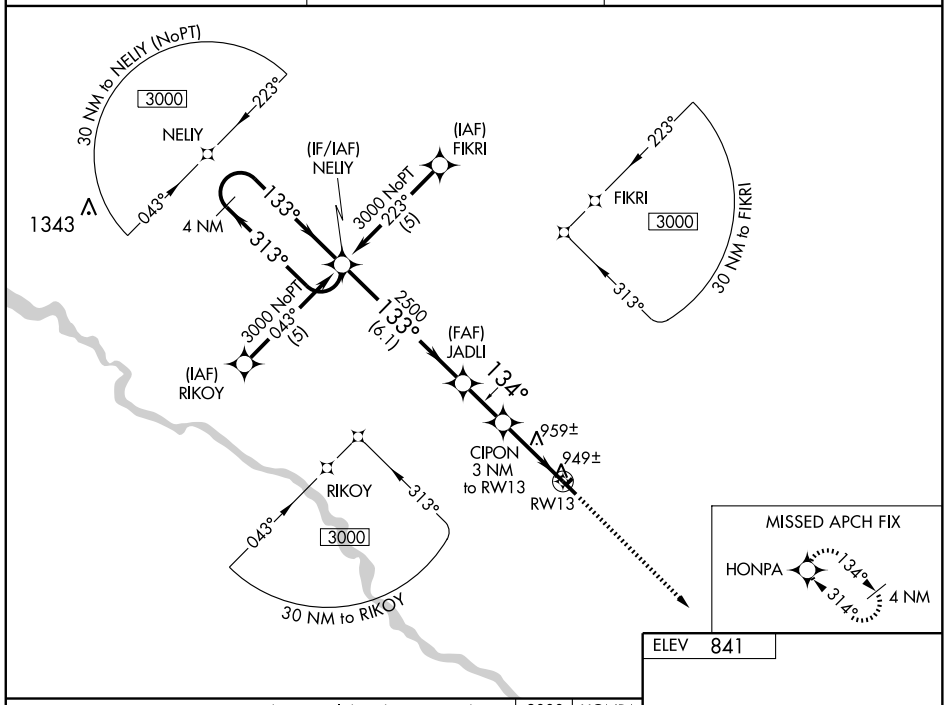
WAAS CH 78215 W13A	APP CRS 134°	Rwy ldg 4012 TDZE 837 Apt Elev 841

RNAV (GPS) RWY 13
OSKALOOSA MUNI (OOA)

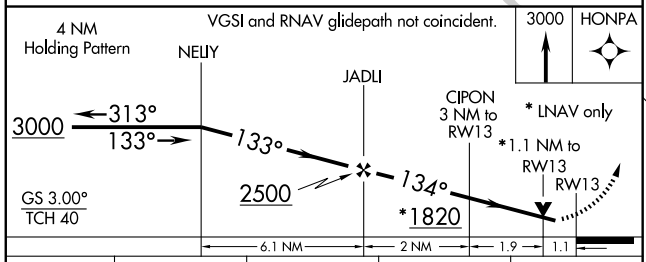
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

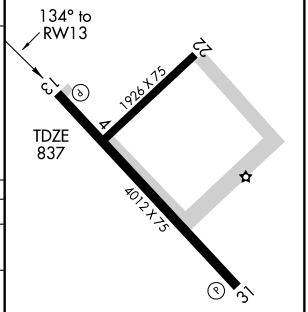
MISSED APPROACH: Climb to 3000 direct HONPA and hold.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L



ELEV 841





CATEGORY	A	B	C	D
LPV DA	1193-1¼ 356 (400-1¼)			NA
LNAV/VNAV DA	1219-1¼ 382 (400-1¼)			NA
LNAV MDA	1220-1 383 (400-1)			NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

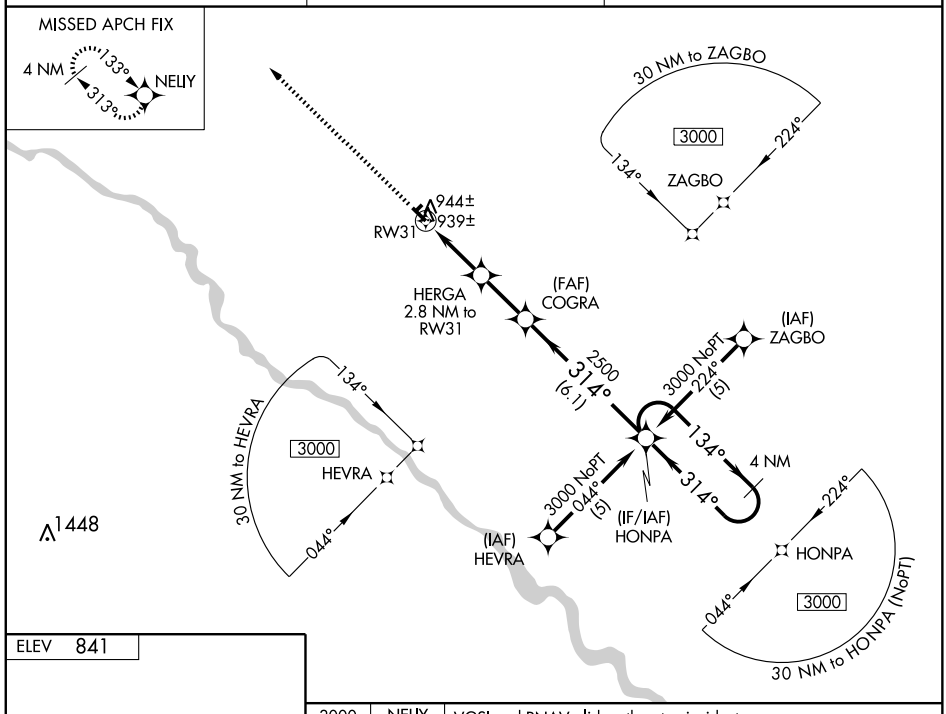
WAAS CH 82515 W31A	APP CRS 314°	Rwy ldg 4012 TDZE 837 Apt Elev 841

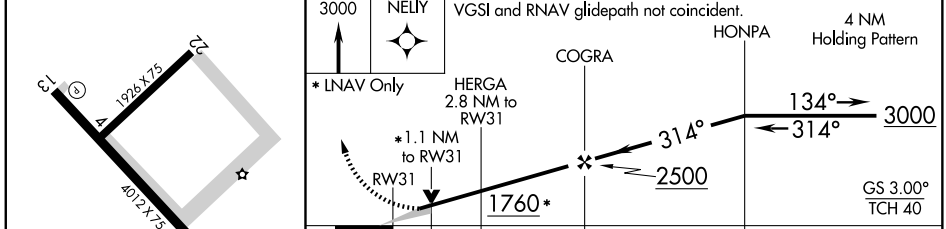
RNAV (GPS) RWY 31
OSKALOOSA MUNI (OOA)

DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile.
Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct NELIY and hold.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1187-1¼ 350 (400-1¼)			NA
LNAV/VNAV DA	1209-1¼ 372 (400-1¼)			NA
LNAV MDA	1200-1 363 (400-1)			NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy13-31 L

VOR/DME OTM	APP CRS	Rwy ldg	4003
111.6	321°	TDZE	837
Chan 53		Apt Elev	840

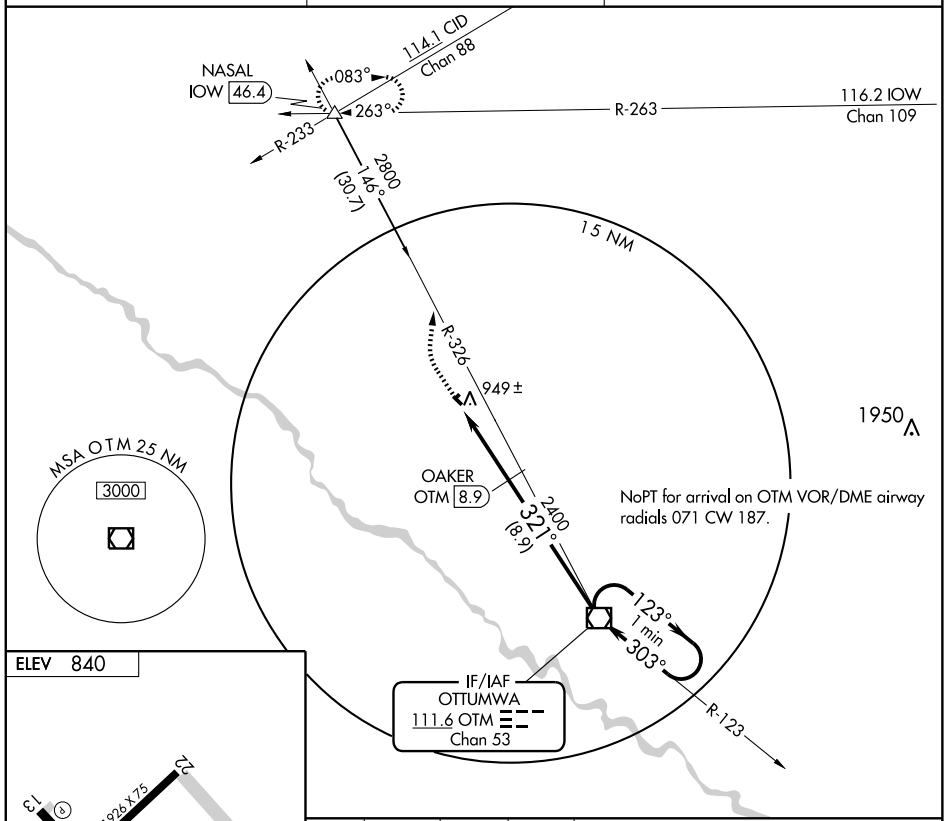
VOR/DME RWY 31
OSKALOOSA MUNI (OOA)

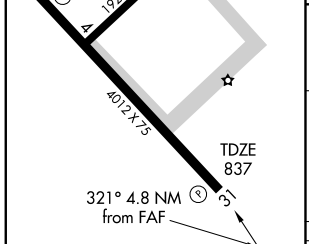
If local altimeter setting not received, use Ottumwa altimeter setting and increase all MDAs 20 feet.

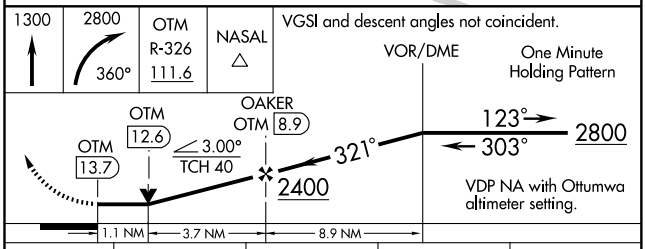
NA

MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1200-1 363 (400-1)			NA
CIRCLING	1260-1 420 (500-1)	1300-1 460 (500-1)	1300-1½ 460 (500-1½)	NA

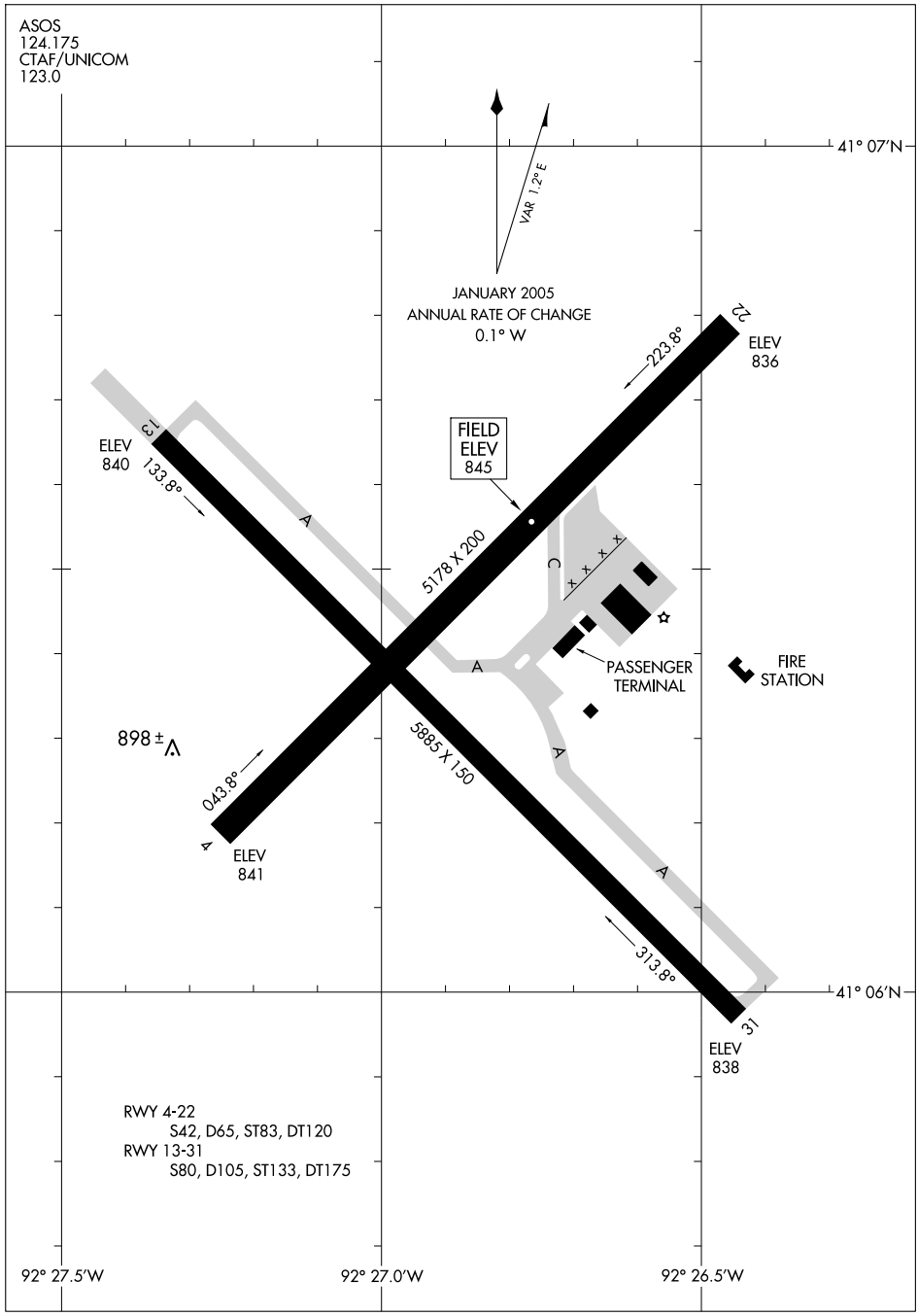
REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-915 (FAA)

OTTUMWA RGNL (OTM)
OTTUMWA, IOWA



LOC I-OTM	APP CRS	Rwy ldg	5885
109.5	312°	TDZE	841
		Apt Elev	845

ILS RWY 31
OTTUMWA RGNL (OTM)

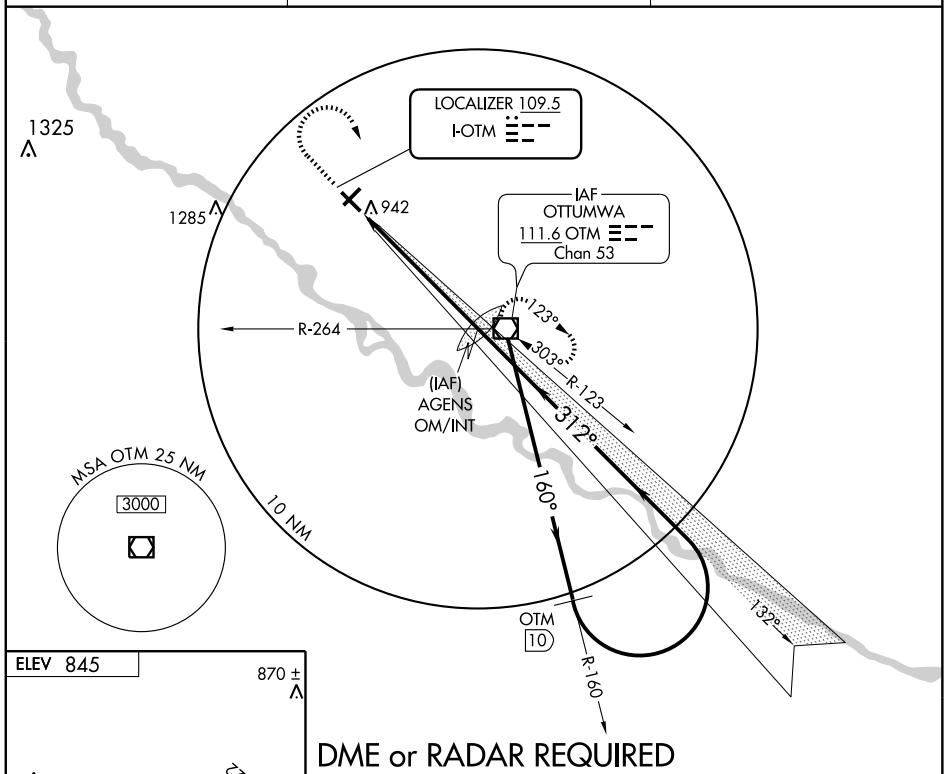
Circling not authorized at night to Rwy 4.
When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.

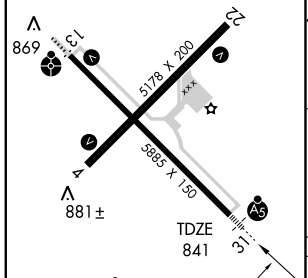
NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct OTM VOR/DME and hold.

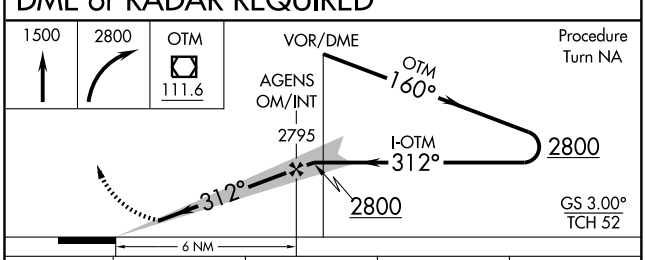
ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF)





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1041-½ 200 (200-½)			NA
S-LOC 31	1180-½ 339 (400-½)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-OTM	APP CRS	Rwy ldg	5885
109.5	132°	TDZE	844
		Apt Elev	845

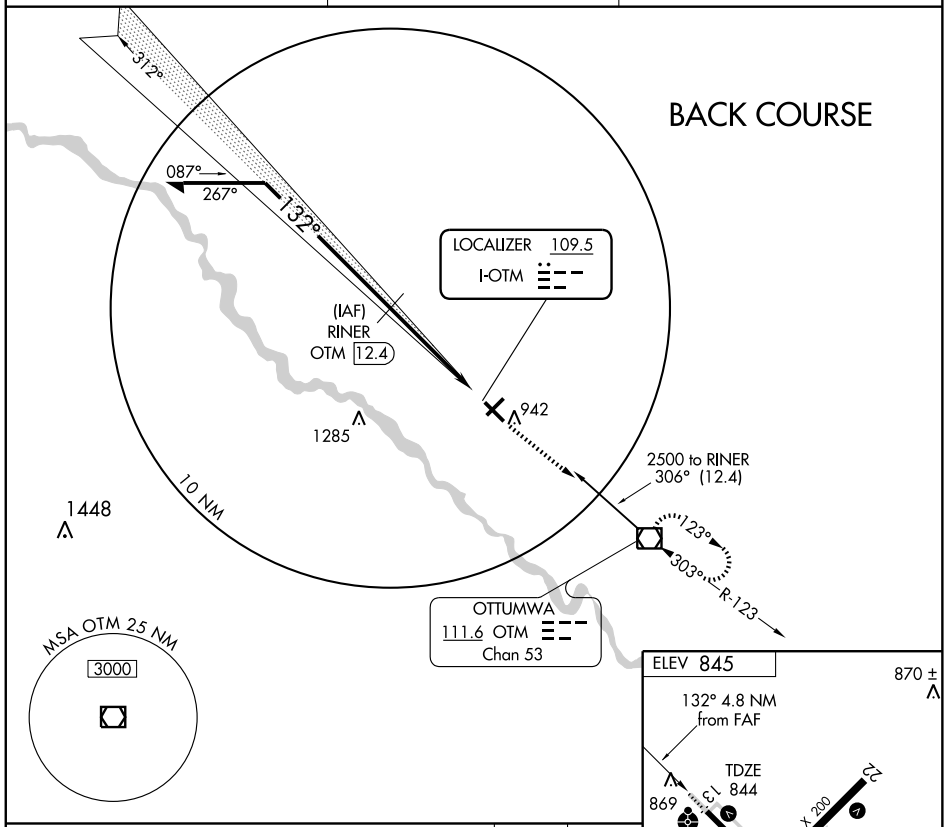
LOC/DME BC RWY 13
OTTUMWA RGNL (OTM)

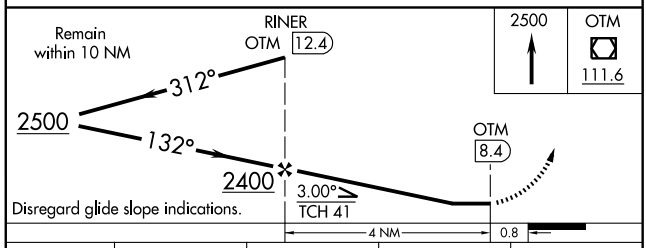
DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

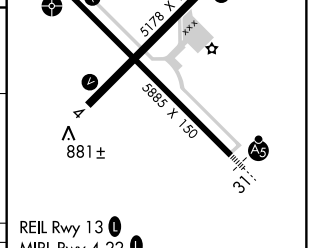
ODALS

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L







REIL Rwy 13 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	1220-1 376 (400-1)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86300 W13A	APP CRS 132°	Rwy ldg 5885 TDZE 844 Apt Elev 845

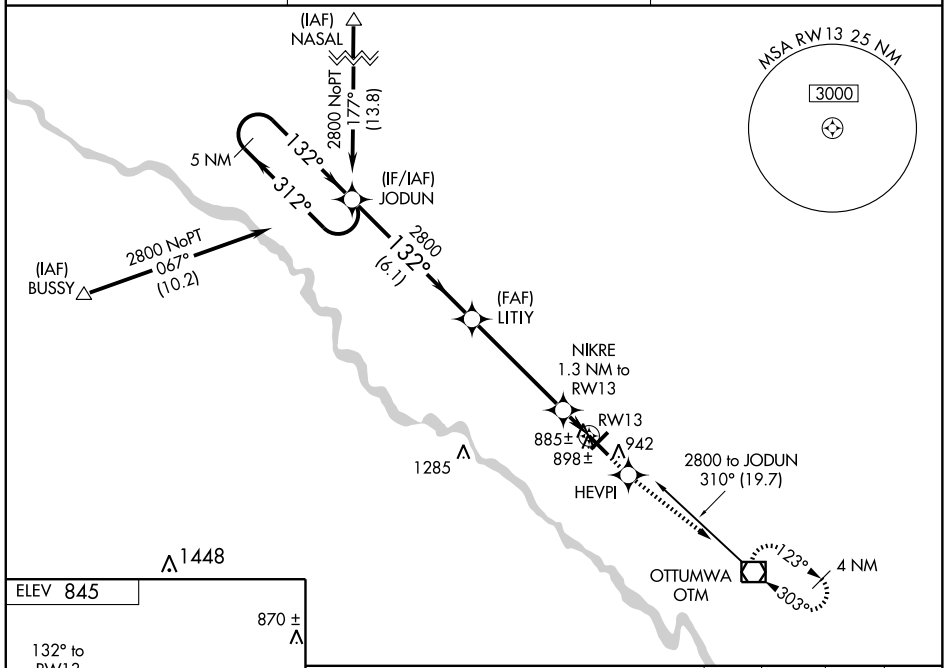
RNAV (GPS) RWY 13
OTTUMWA RGNL (OTM)

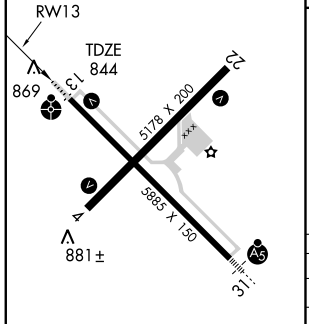
DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet. Baro-VNAV NA when using Oskaloosa altimeter setting. Inoperative table does not apply to LPV.

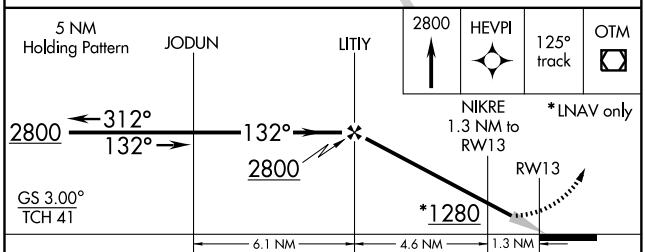
ODALS

MISSED APPROACH: Climb to 2800 direct HEVPI and via 125° track to OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1094-1 250 (300-1)			NA
LNAV/VNAV DA	1135-¾ 291 (300-¾)			NA
LNAV MDA	1160-¾ 316 (400-¾)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5178
222°	TDZE	845
	Apt Elev	845

RNAV (GPS) RWY 22

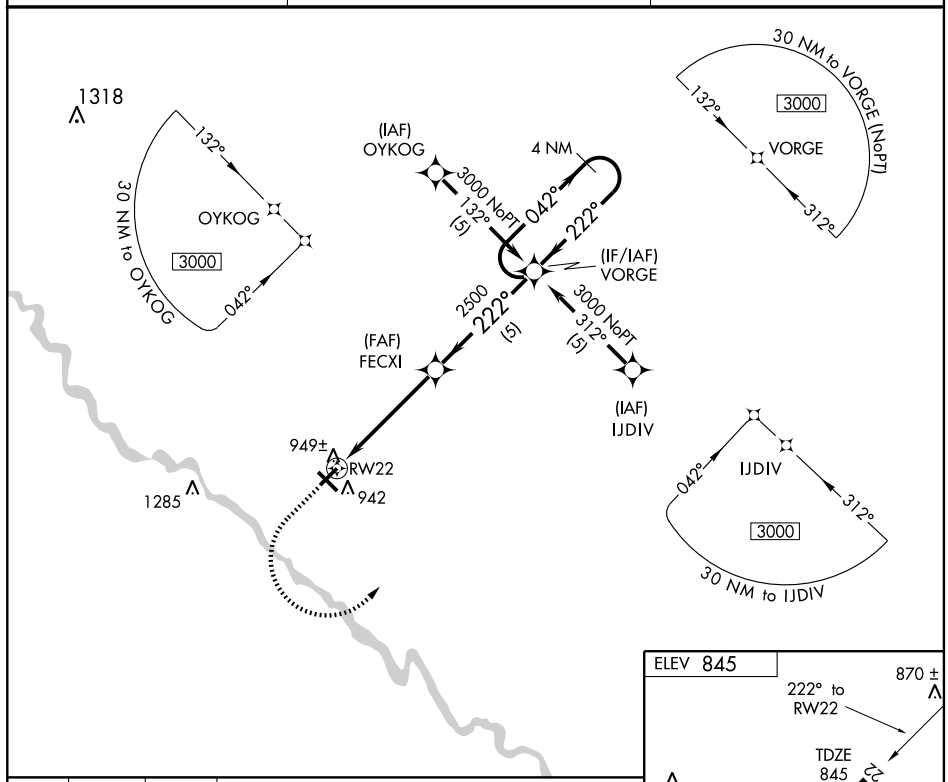
OTTUMWA RGNL (OTM)

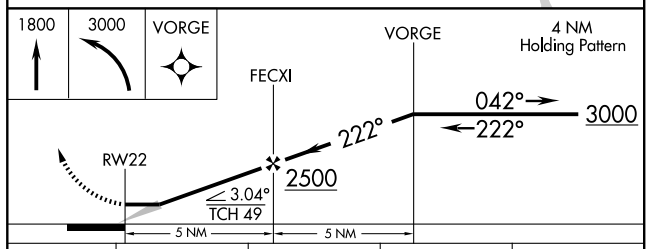
NA

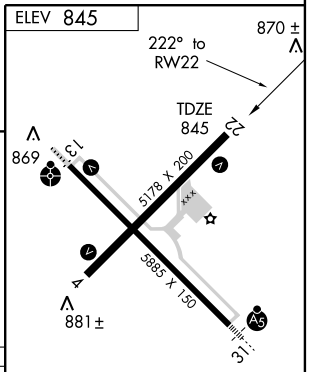
DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct VORGE WP and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1200-1 355 (400-1)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 93611 W31A	APP CRS 312°	Rwy ldg 5885 TDZE 841 Apt Elev 845

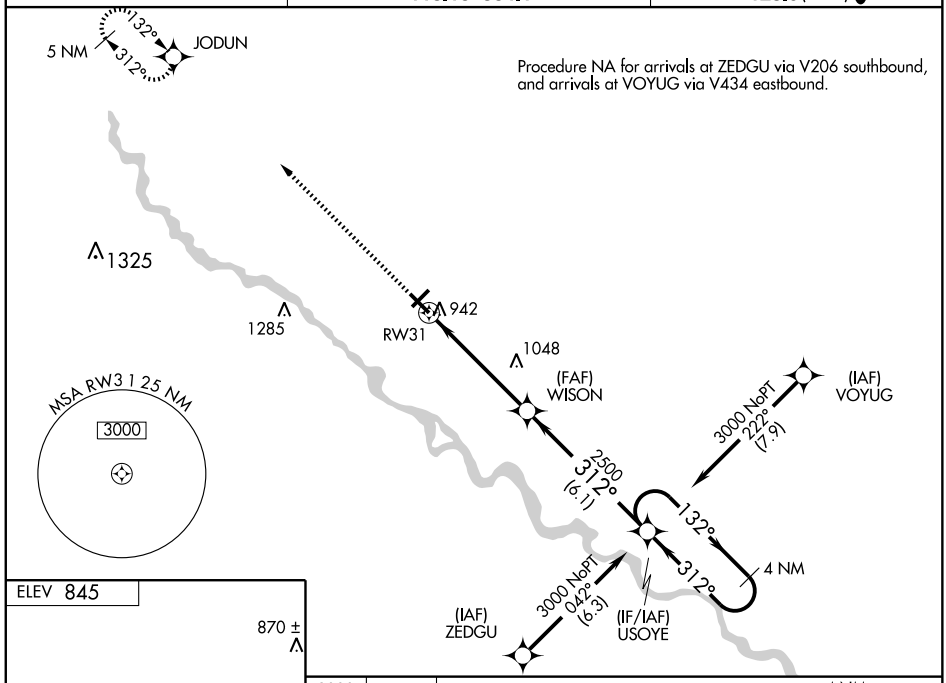
RNAV (GPS) RWY 31
OTTUMWA RGNL (OTM)

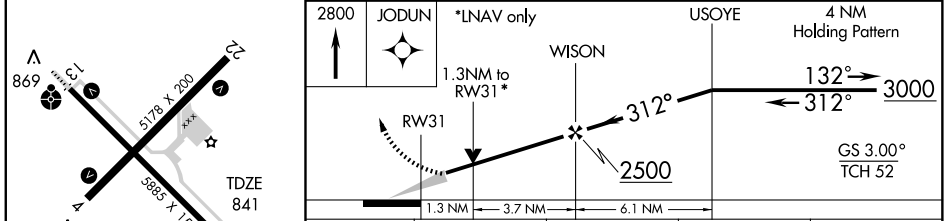
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Baro-VNAV and VDP NA when using Fairfield altimeter setting.
When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all cats and LNAV Cat C ¼ mile.
For inoperative MALSR when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.

MALSR A5

MISSED APPROACH: Climb to 2800 direct JODUN and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L





REIL Rwy 13 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
LPV DA	1091-½ 250 (300-½)			NA
LNAV/VNAV DA	1192-¾ 351 (400-¾)			NA
LNAV MDA	1300-½ 459 (500-½)		1300-¾ 459 (500-¾)	NA
CIRCLING	1300-1 455 (500-1)		1300-1½ 455 (500-1½)	NA

NC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME OTM	APP CRS	Rwy ldg	5885
111.6	124°	TDZE	844
Chan 53		Apt Elev	845

VOR/DME RWY 13

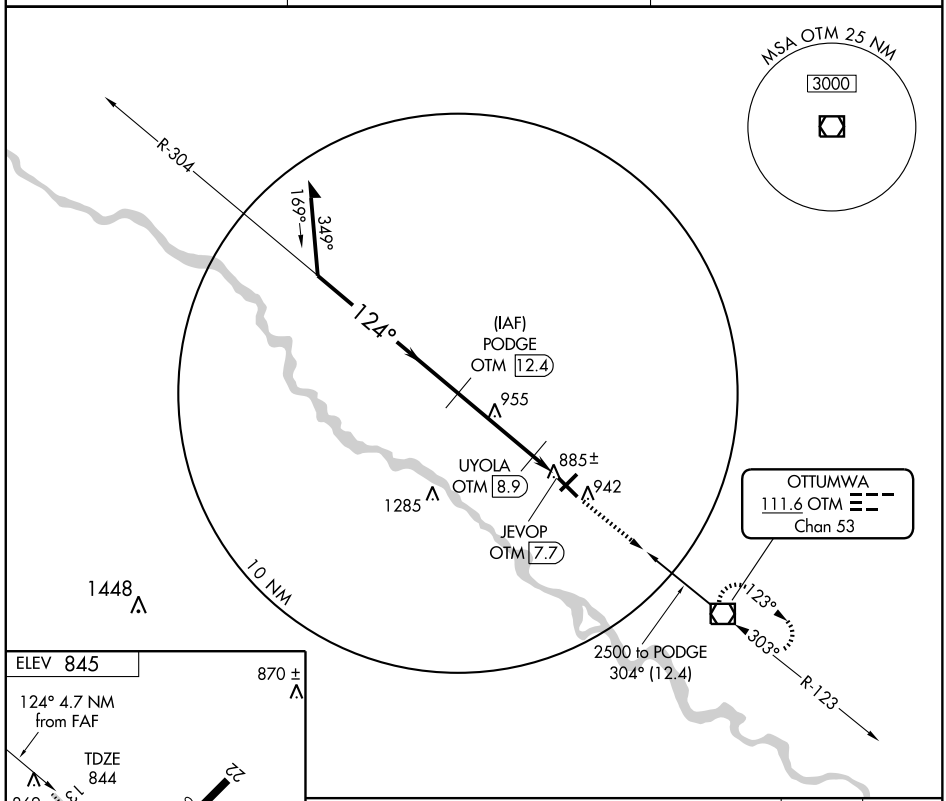
OTTUMWA RGNL (OTM)

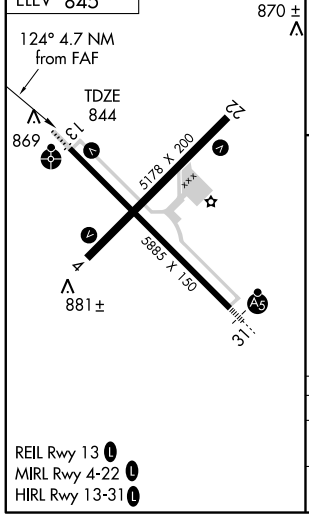
When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

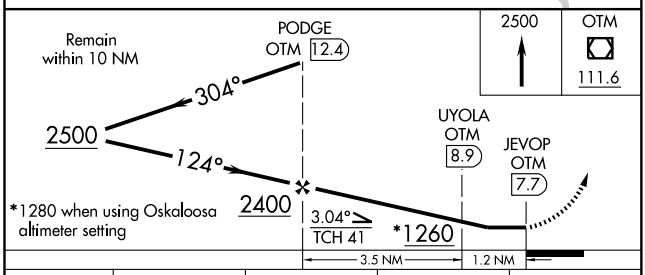
ODALS

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	1140-¾ 296 (300-¾)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME OTM	APP CRS	Rwy ldg	5885
111.6	303°	TDZE	841
Chan 53		Apt Elev	845

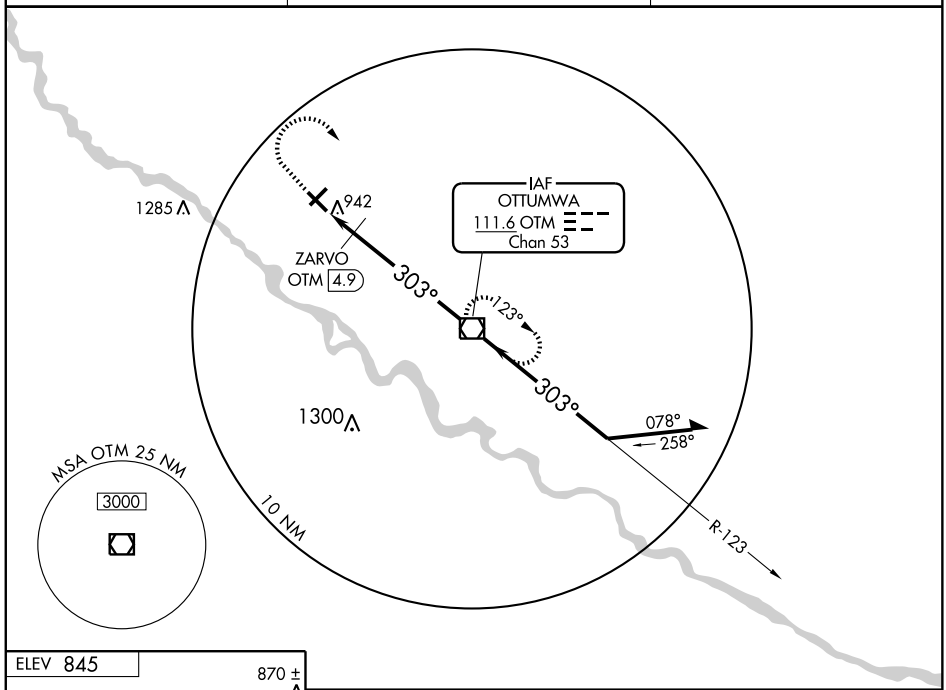
VOR RWY 31
OTTUMWA RGNL (OTM)

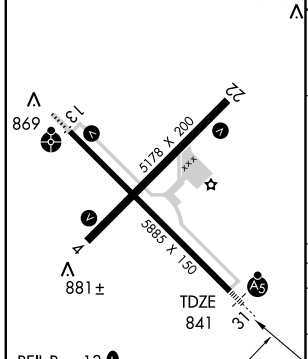
When local altimeter setting not received, use Fairfield altimeter setting and increase all MDA 60 feet, increase S-31 Cat C and ZARVO fix minimums S-31 Cat C visibility ¼ mile.

MALSR

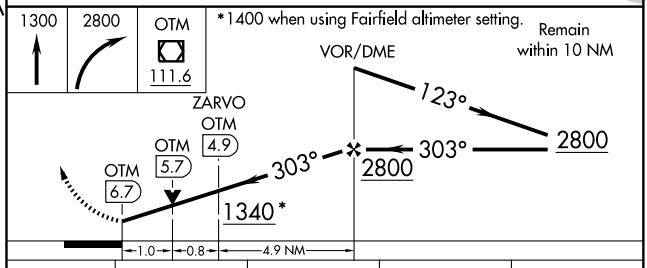
MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L





FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D
S-31	1340-½ 499 (500-½)		1340-¾ 499 (500-¾)	NA
CIRCLING	1340-1 495 (500-1)		1340-1½ 495 (500-1½)	NA
ZARVO FIX MINIMUMS				
S-31	1200-½ 359 (400-½)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB PEA	APP CRS	Rwy ldg	5000
257	353°	TDZE	880
		Apt Elev	885

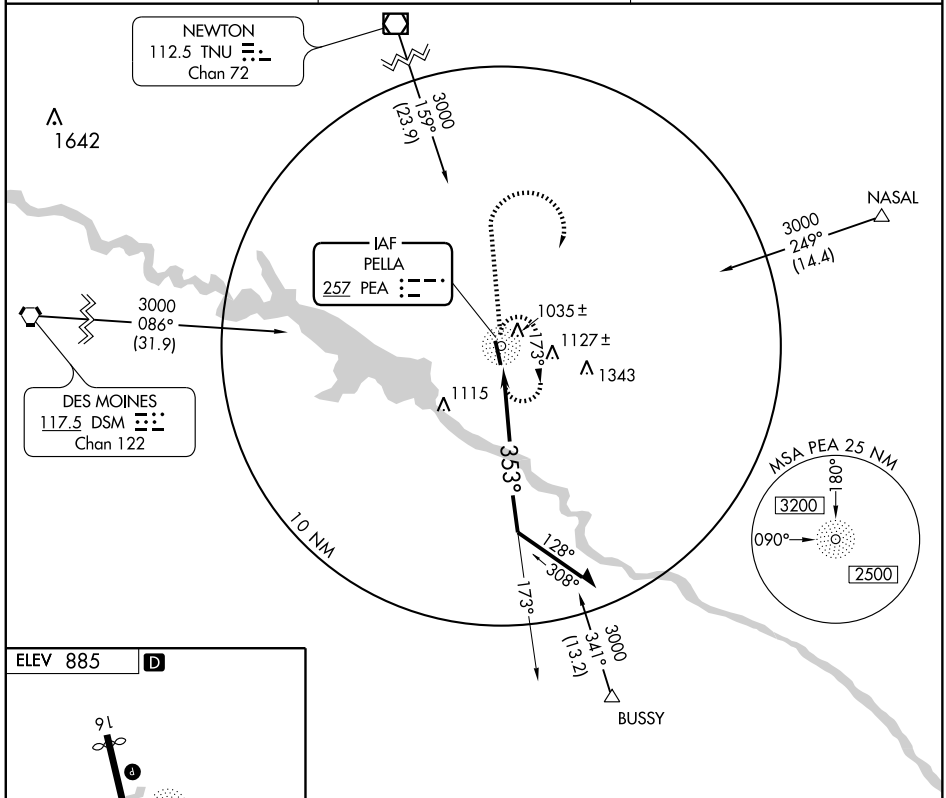
NDB RWY 34
PELLA MUNI (PEA)

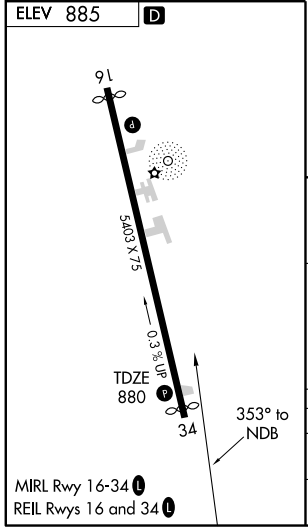
When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

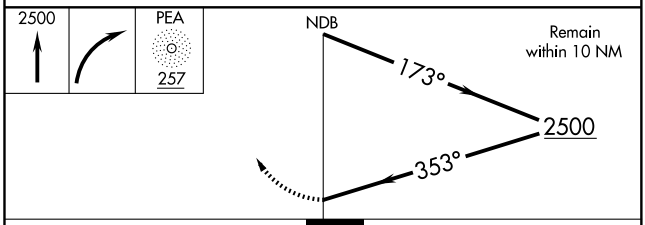
NA

MISSED APPROACH: Climb to 2500 then right turn direct PEA NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1420-1	540 (600-1)	1420-1½ 540 (600-1½)	NA
CIRCLING	1420-1	535 (600-1)	1440-1½ 555 (600-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

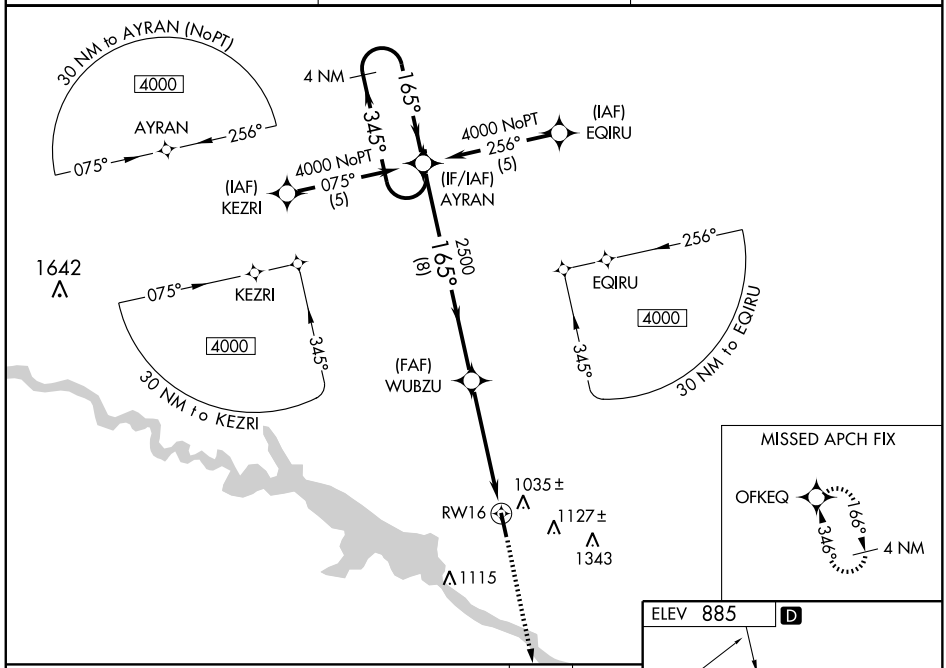
WAAS CH 77610 W16A	APP CRS 165°	Rwy ldg 5000 TDZE 885 Apt Elev 885

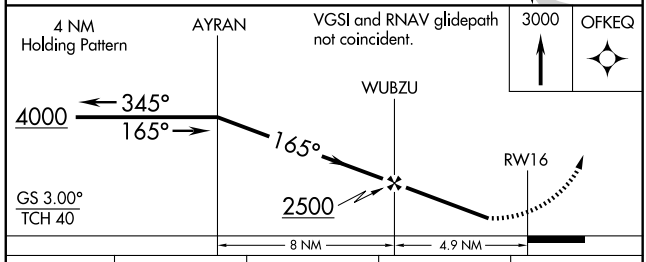
RNAV (GPS) RWY 16
PELLA MUNI (PEA)

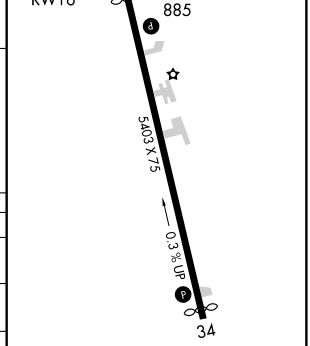
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Knoxville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L







MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

CATEGORY	A	B	C	D
LPV DA	1232-1¼ 347 (400-1¼)			NA
LNAV/VNAV DA	1288-1½ 403 (500-1½)			NA
LNAV MDA	1360-1 475 (500-1)		1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)		1440-1½ 555 (600-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

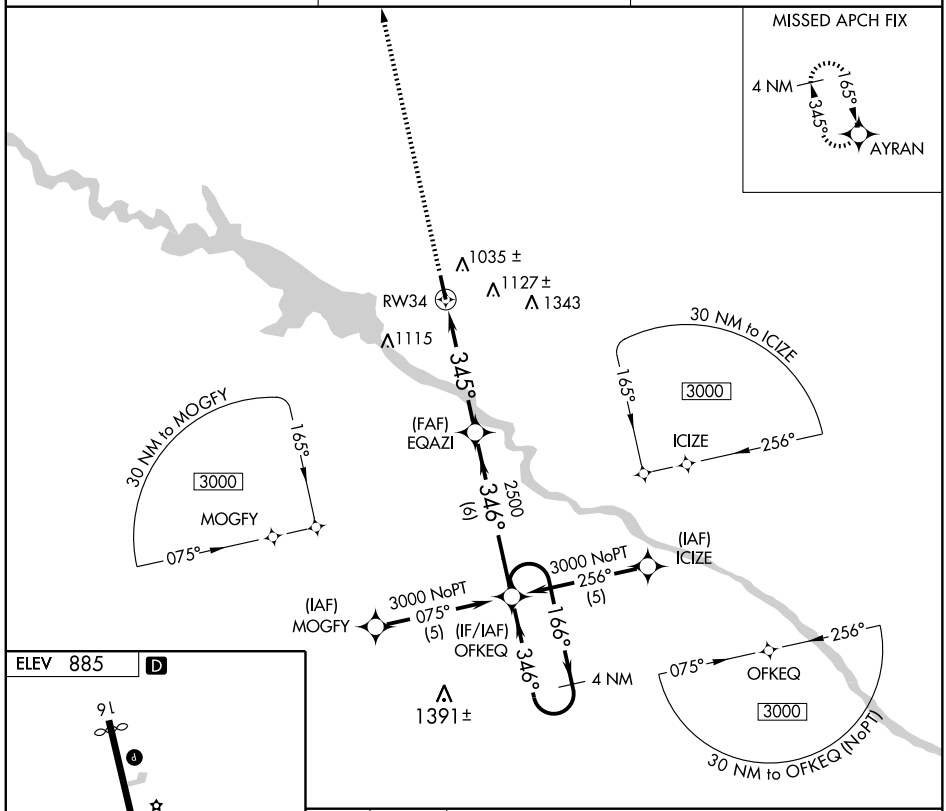
APP CRS	Rwy ldg	5000
345°	TDZE	879
	Apt Elev	885

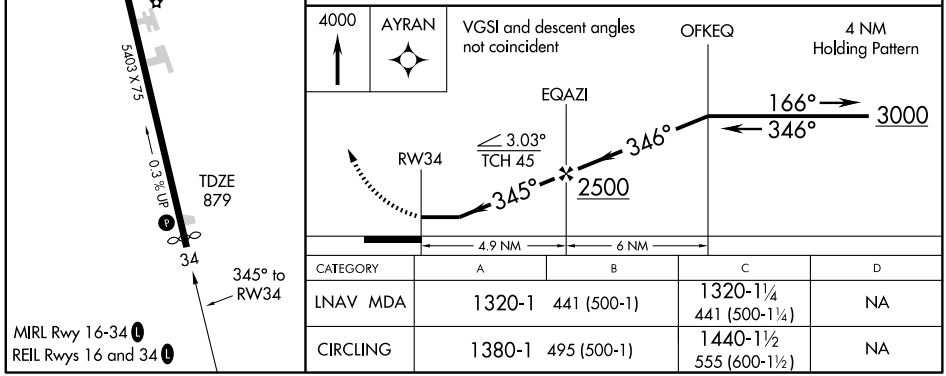
RNAV (GPS) RWY 34
PELLA MUNI (PEA)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1320-1 441 (500-1)		1320-1¼ 441 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)		1440-1½ 555 (600-1½)	NA

APP CRS		
135°	Rwy ldg	4001
	TDZE	1012
	Apt Elev	1013

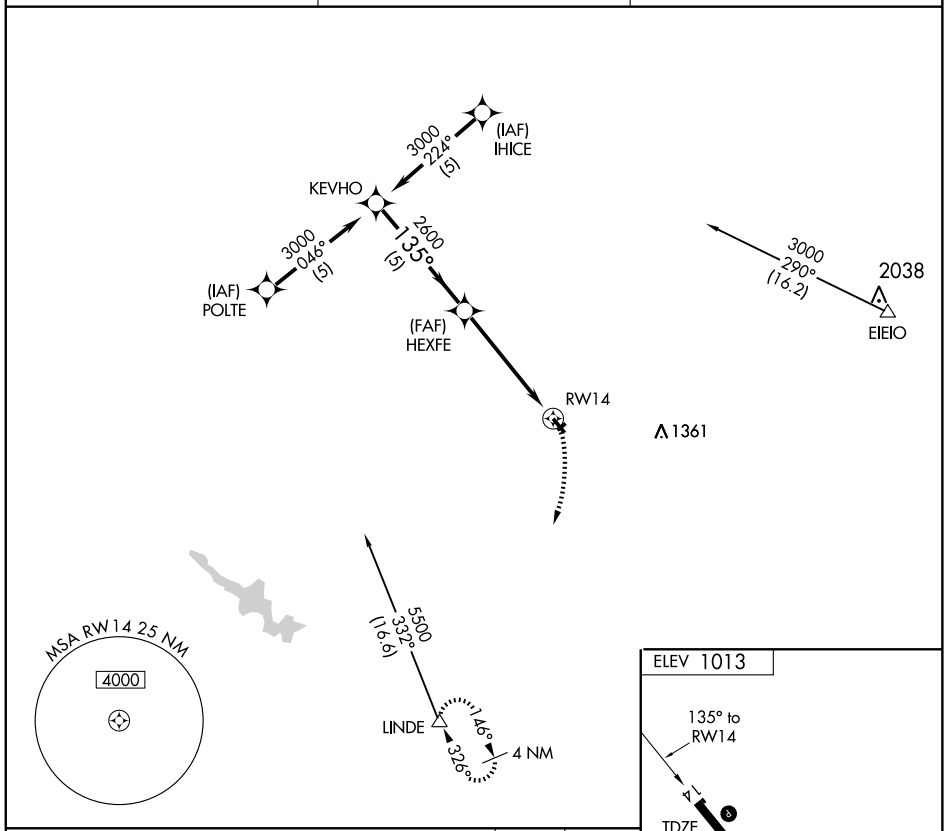
GPS RWY 14
PERRY MUNI (PRO)

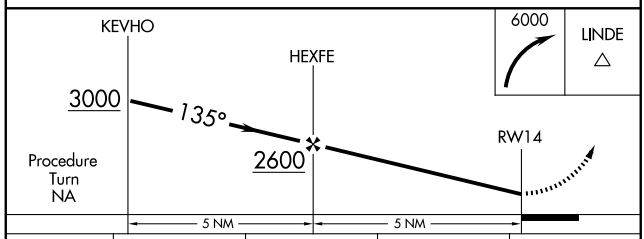
T
NA

When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

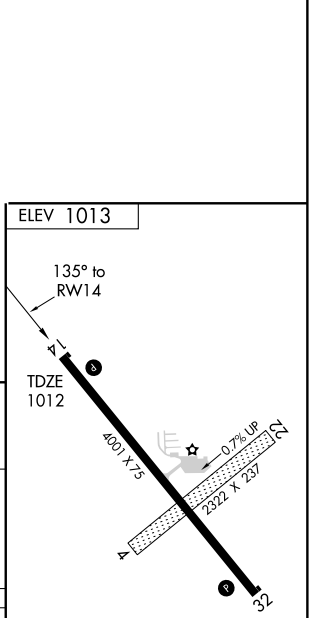
MISSED APPROACH: Climbing right turn to 6000 direct LINDE WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1480-1	468 (500-1)	NA	
CIRCLING	1480-1	467 (500-1)	NA	



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB PRO	APP CRS	Rwy ldg / TDZE / Apt Elev
251	130°	4001 / 1012 / 1013

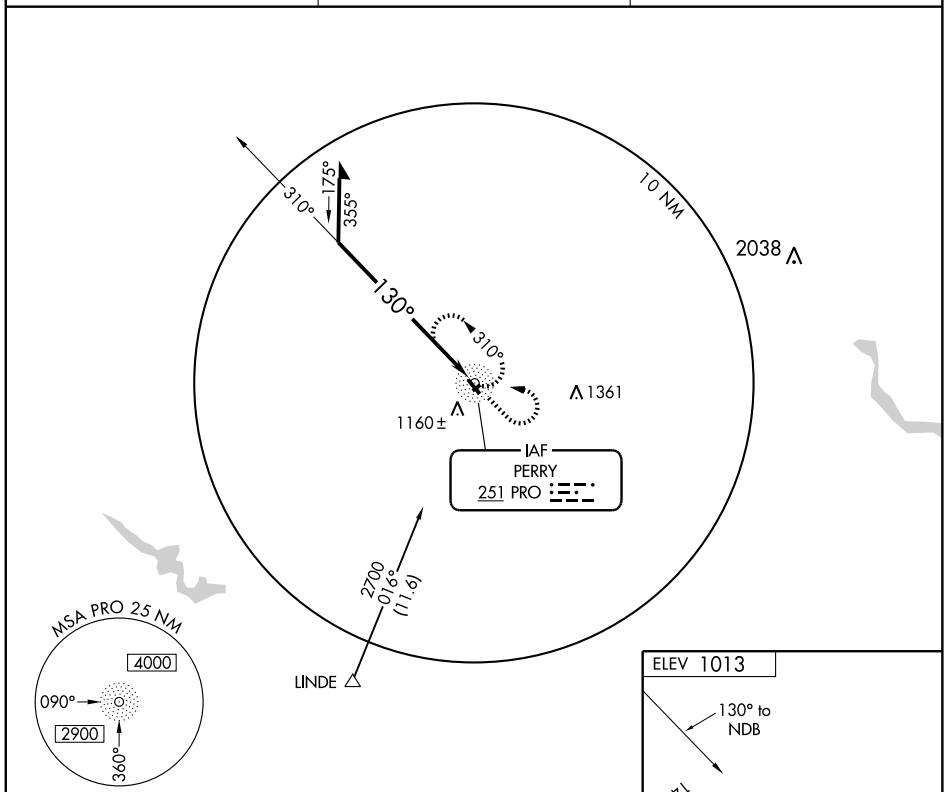
NDB RWY 14
PERRY MUNI (PRO)

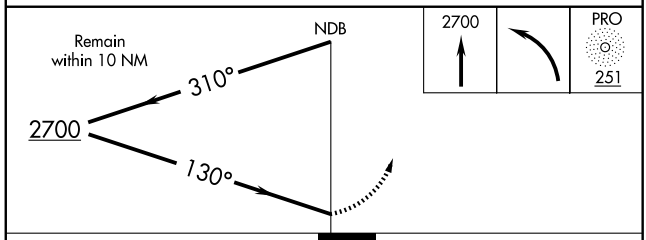
NA

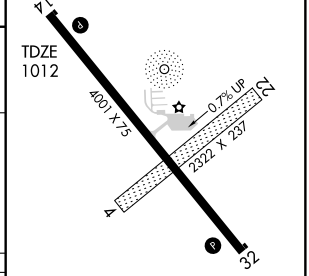
When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L







MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-14	1640-1	628 (700-1)	NA	
CIRCLING	1640-1	627 (700-1)	NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB PRO	APP CRS	Rwy ldg / TDZE / Apt Elev
251	325°	4001 / 1012 / 1013

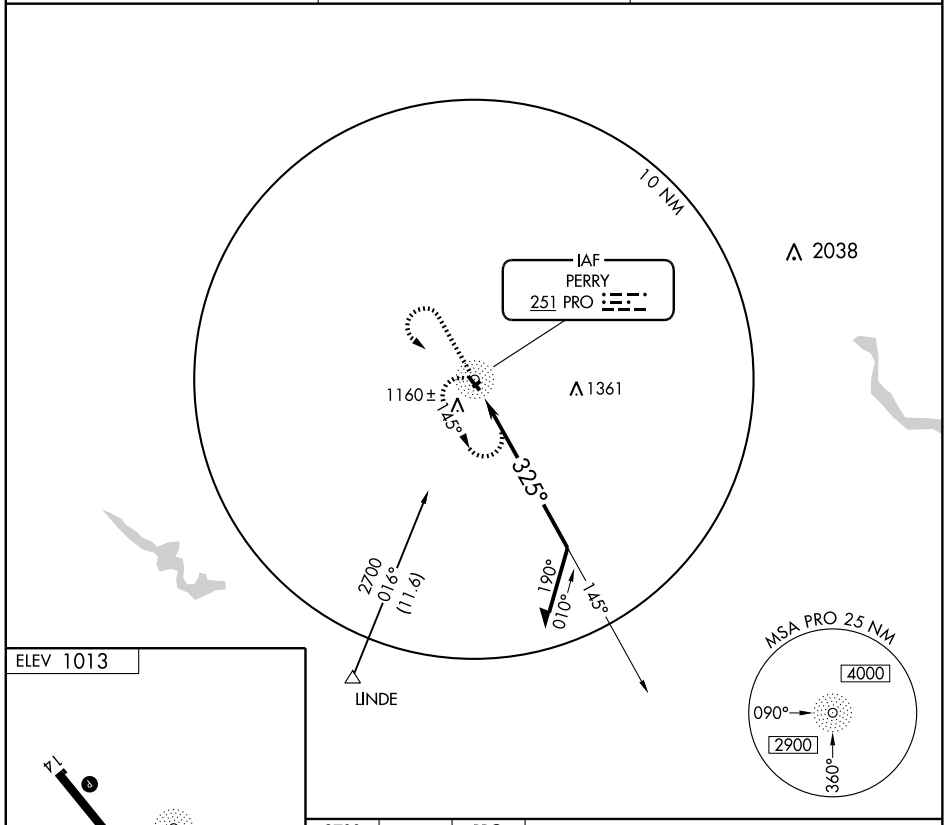
NDB RWY 32
PERRY MUNI (PRO)

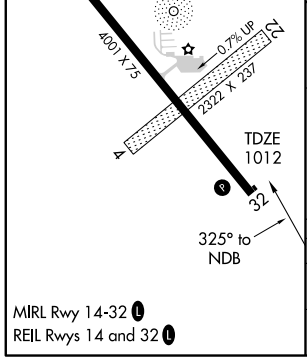
T NA

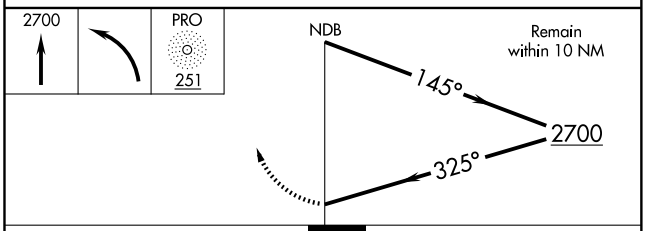
When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L







MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-32	1680-1	668 (700-1)	NA	
CIRCLING	1680-1	667 (700-1)	NA	

WAAS CH 90508 W32A	APP CRS 315°	Rwy ldg 4001 TDZE 1012 Apt Elev 1013

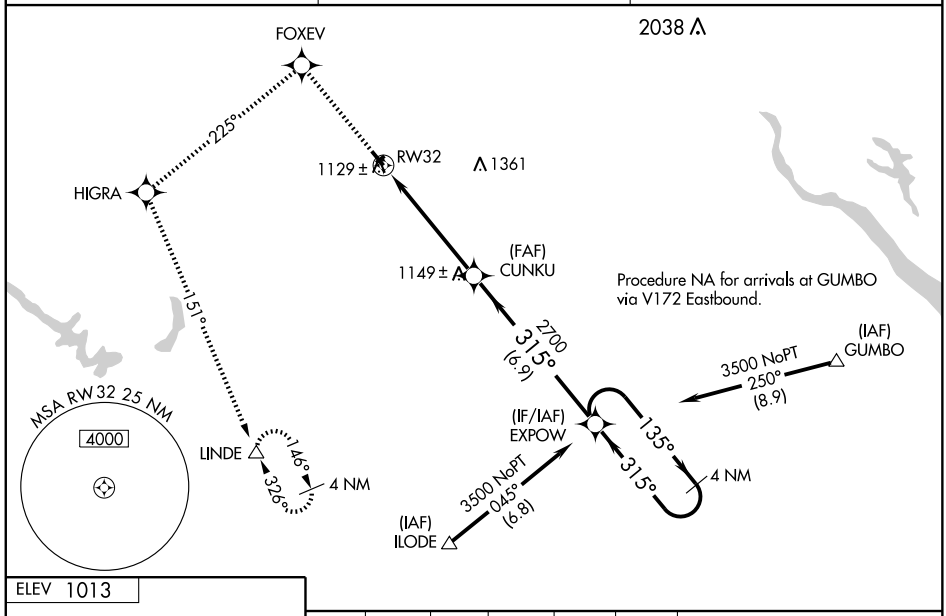
RNAV (GPS) RWY 32
PERRY MUNI (PRO)

When local altimeter setting not received, use Boone altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV visibility ¼ mile all Cats.
Baro-VNAV NA when using Boone altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

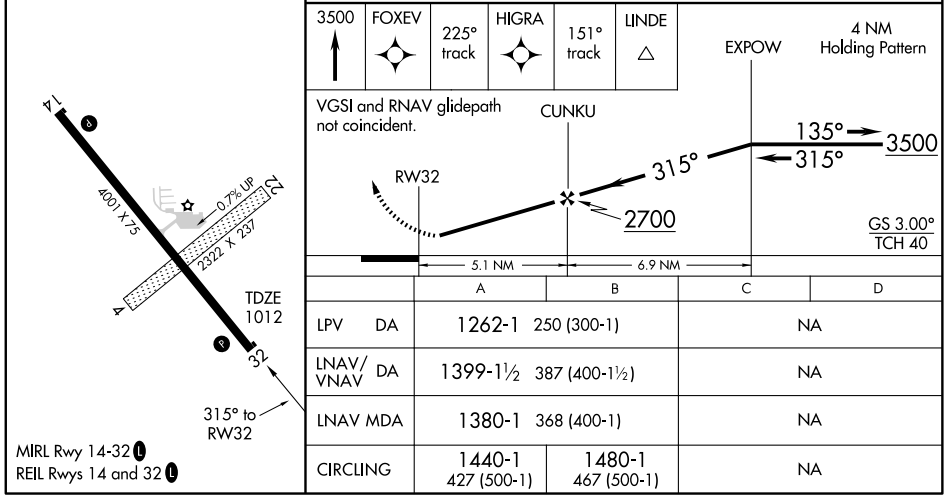
NA

MISSED APPROACH: Climb to 3500 direct FOXEV and via 225° track to HIGRA and via 151° track to LINDE and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L



ELEV 1013



	A	B	C	D
LPV DA	1262-1 250 (300-1)		NA	
LNAV/VNAV DA	1399-1½ 387 (400-1½)		NA	
LNAV MDA	1380-1 368 (400-1)		NA	
CIRCLING	1440-1 427 (500-1)	1480-1 467 (500-1)	NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NDB POH	APP CRS	Rwy ldg	4100
428	090°	TDZE	1224
		Apt Elev	1224

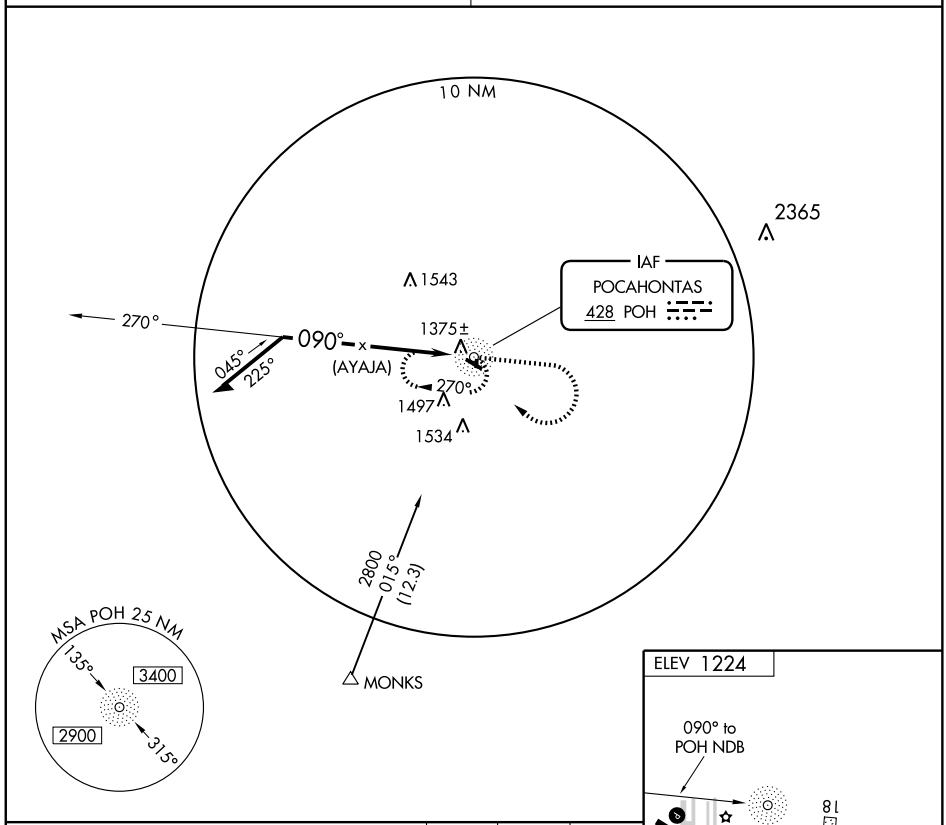
NDB or GPS RWY 11
POCAHONTAS MUNI (POH)

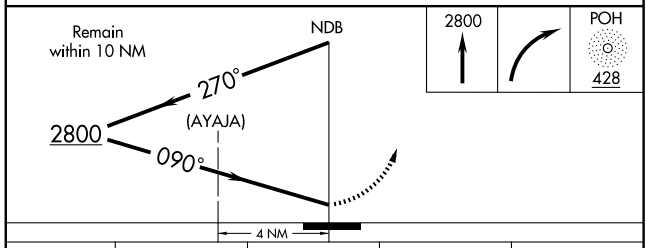
T
NA

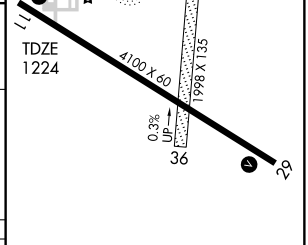
Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct POH NDB and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	1880-1 656 (700-1)		1880-1¾ 656 (700-1¾)	NA
CIRCLING	1880-1 656 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC FOD	APP CRS	Rwy ldg	4100
113.5	290°	TDZE	1222
Chan 82		Apt Elev	1224

VOR/DME or GPS RWY 29

POCAHONTAS MUNI (POH)

NA

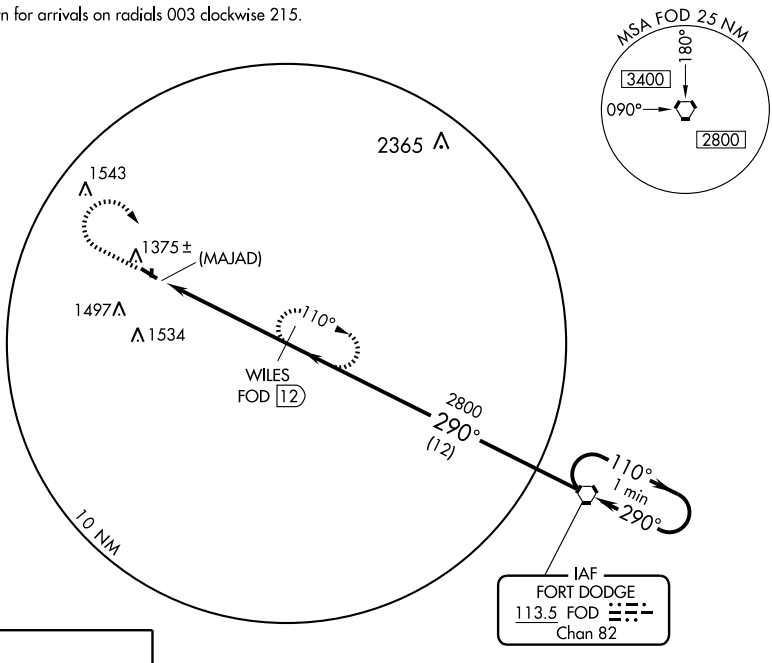
Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn via FOD R-290 to WILES and hold.

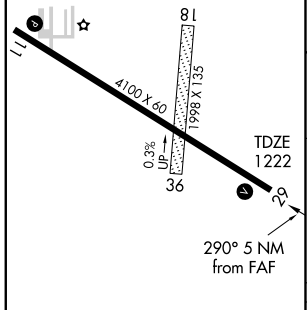
MINNEAPOLIS CENTER
134.0 288.3

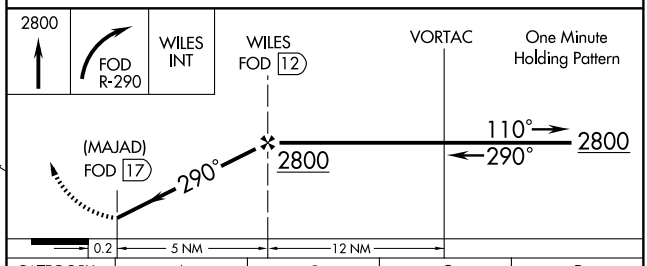
UNICOM
122.8 (CTAF) L

No Procedure Turn for arrivals on radials 003 clockwise 215.



ELEV 1224





CATEGORY	A	B	C	D
S-29	1900-1 678 (700-1)		1900-2 678 (700-2)	NA
CIRCLING	1900-1 676 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 14 JAN 2010 to 11 FEB 2010

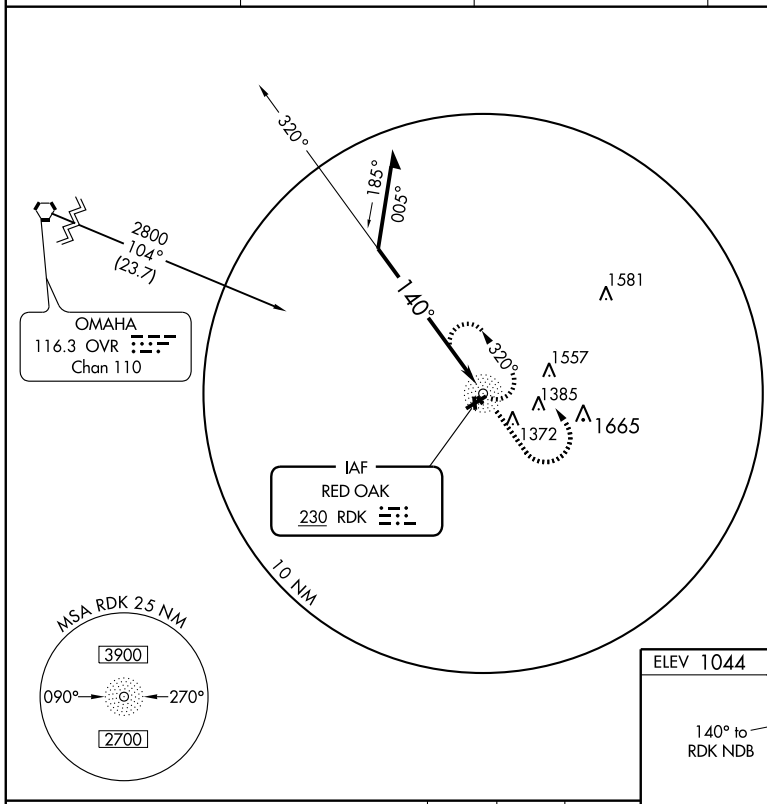
NDB RDK	APP CRS	Rwy ldg	2901
230	140°	TDZE	1044
		Apt Elev	1044

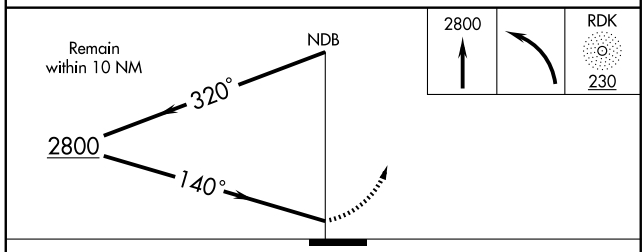
NDB RWY 17
RED OAK MUNI (RDK)

NA

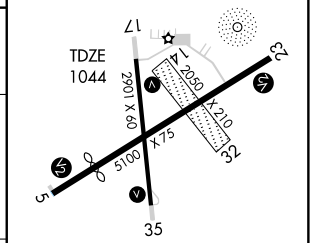
MISSED APPROACH: Climb to 2800 then left turn direct RDK NDB and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1760-1	716 (800-1)	NA	
CIRCLING	1760-1	716 (800-1)	NA	



MIRL Rwys 5-23 and 17-35 L
REIL Rwys 5 and 23 L

NC-3, 14 JAN 2010 to 11 FEB 2010

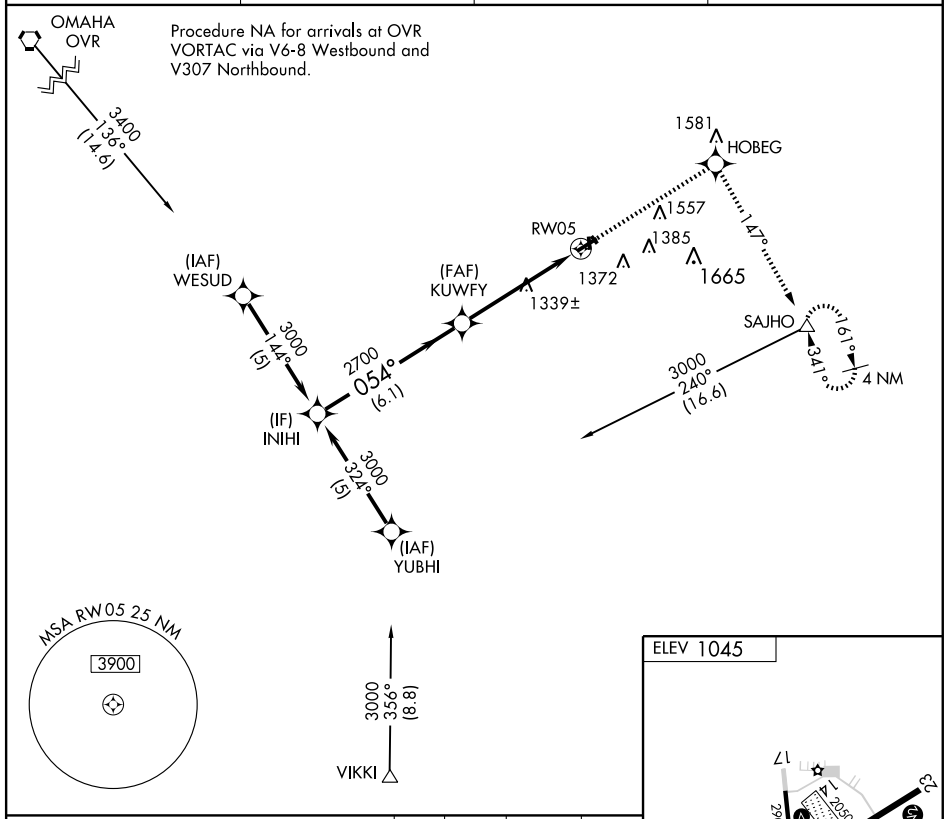
APP CRS	Rwy ldg	4100
054°	TDZE	1043
	Apt Elev	1045

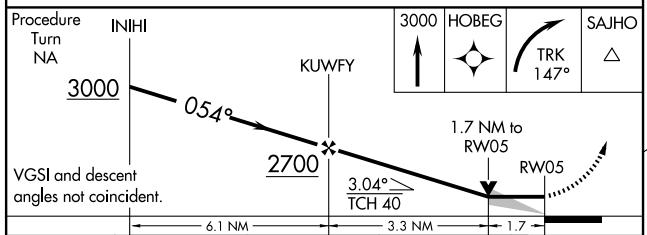
RNAV (GPS) RWY 5
RED OAK MUNI (RDK)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase Circling Cat B visibility ¼ mile. VDP NA when using Shenandoah altimeter setting.

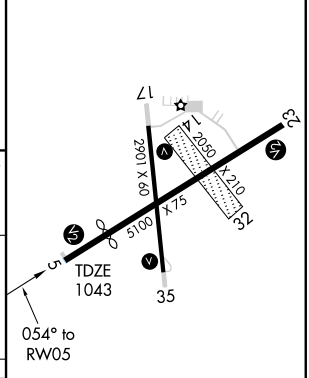
MISSED APPROACH: Climb to 3000 direct HOBEG and right turn via track 147° to SAJHO and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1 557 (600-1)		NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	



MIRL Rwys 5-23 and 17-35 L
REIL Rwys 5 and 23 L

NC-3, 14 JAN 2010 to 11 FEB 2010

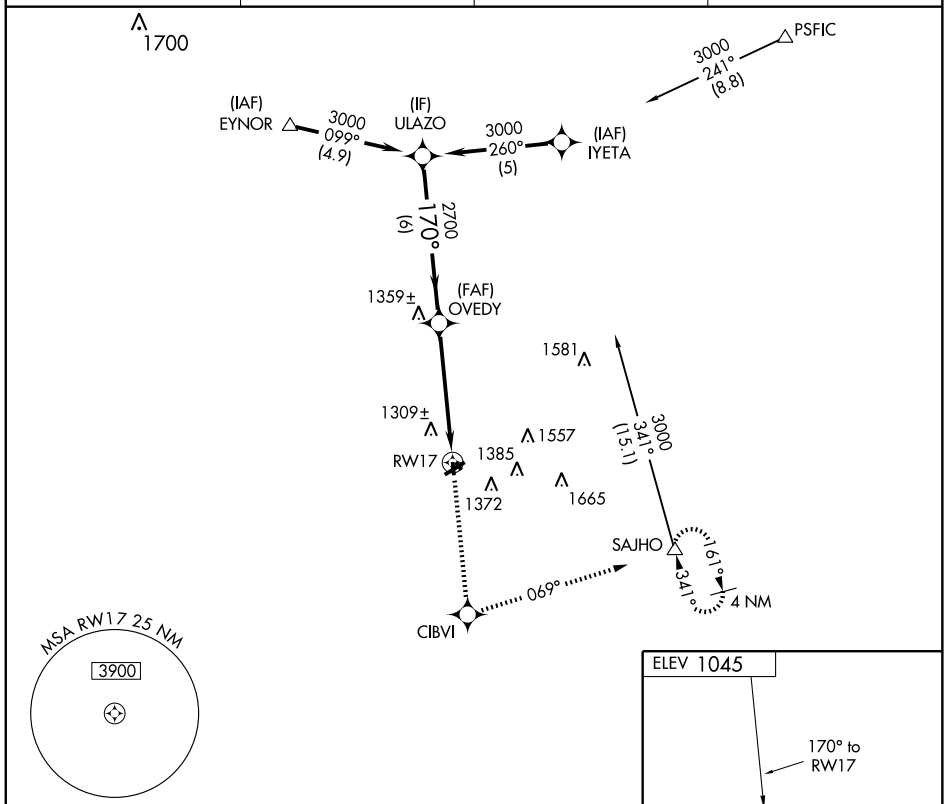
APP CRS	Rwy ldg	2901
170°	TDZE	1045
	Apt Elev	1045

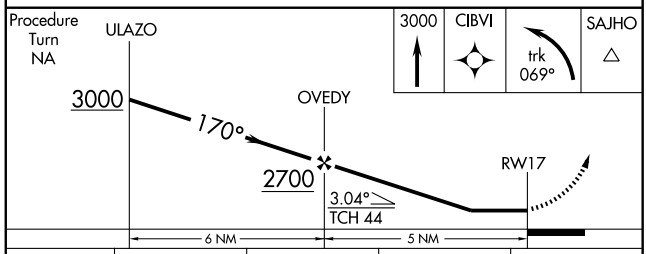
RNAV (GPS) RWY 17
RED OAK MUNI (RDK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopers NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility ¼ mile.

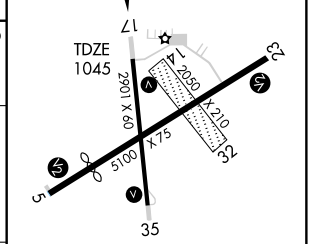
MISSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1 555 (600-1)		NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	



MIRL Rwys 5-23 and 17-35 L
REIL Rwys 5 and 23 L

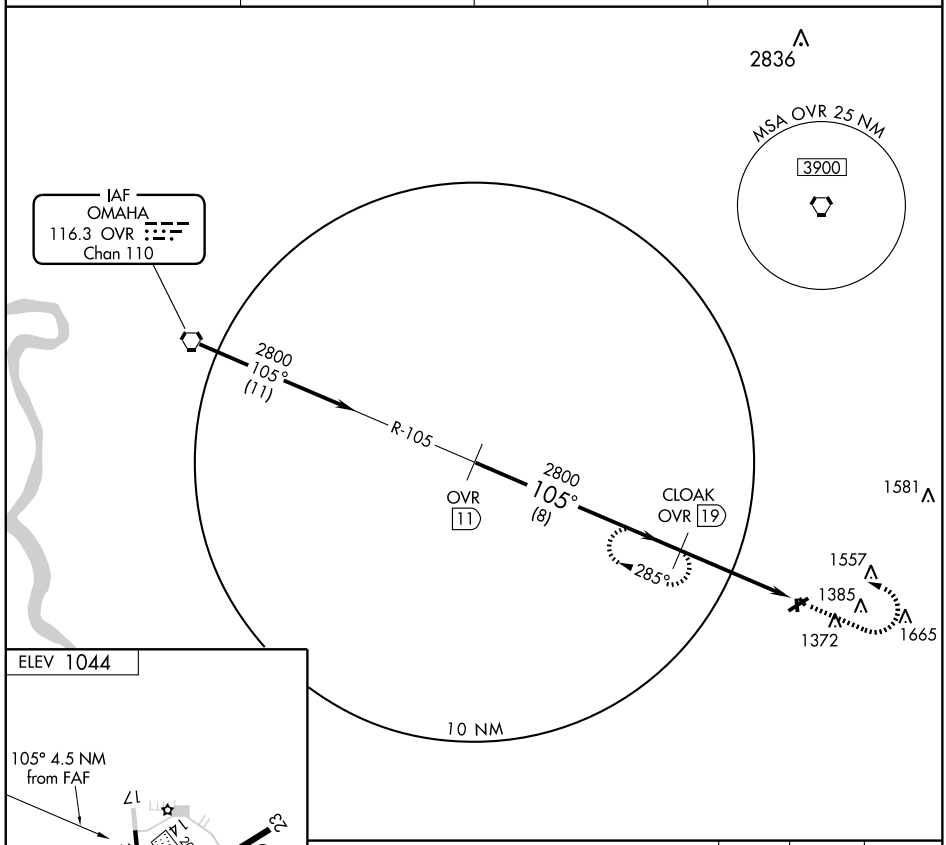
NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC OVR	APP CRS	Rwy Idg	N/A
116.3	105°	TDZE	N/A
Chan 110		Apt Elev	1044

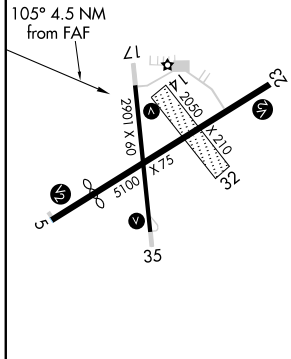
VOR/DME-A
RED OAK MUNI (RDK)

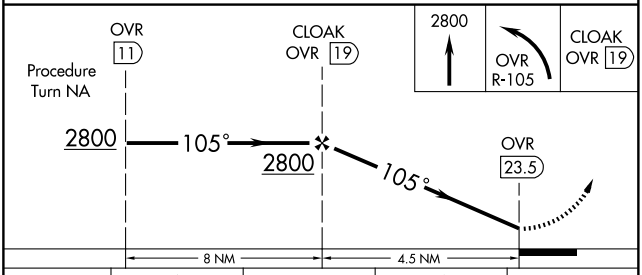
MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L



ELEV 1044





CATEGORY	A	B	C	D
CIRCLING	1660-1 616 (700-1)	1740-1¼ 696 (700-1¼)	NA	

MIRL Rwys 5-23 and 17-35 L
REIL Rwys 5 and 23 L

NC-3, 14 JAN 2010 to 11 FEB 2010

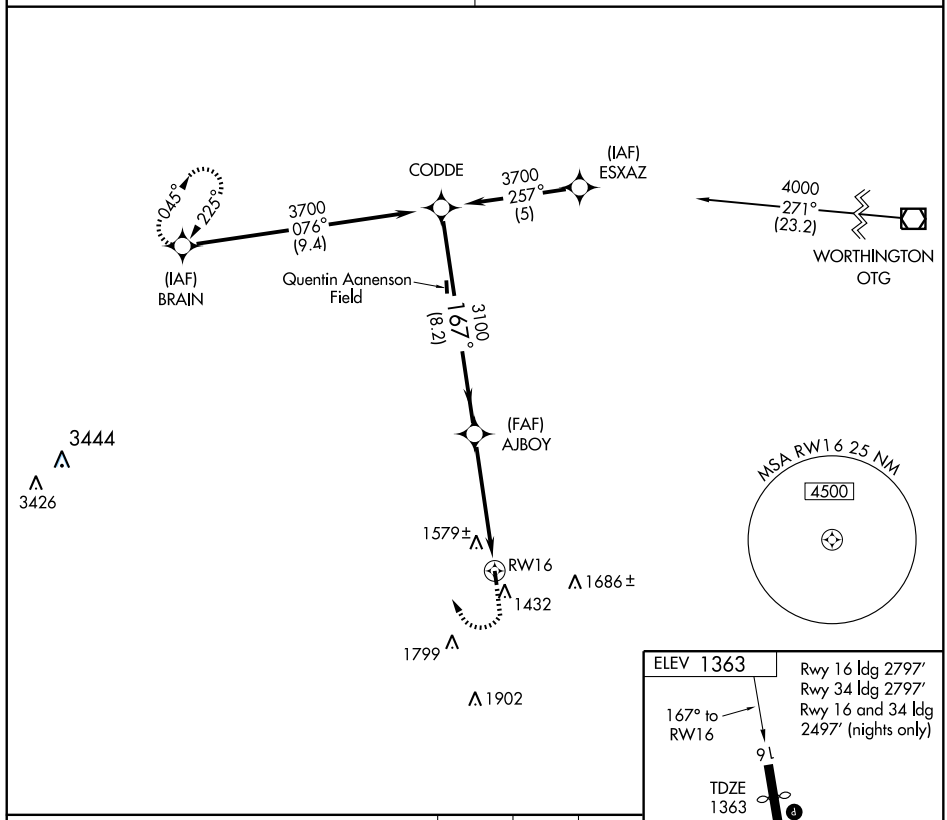
APP CRS	Rwy ldg	2797*
167°	TDZE	1363
	Apt Elev	1363

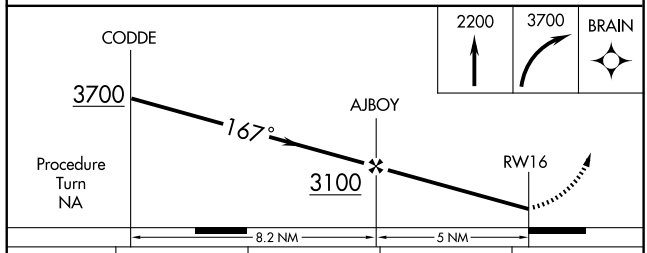
GPS RWY 16
ROCK RAPIDS MUNI (RRQ)

T Use Sioux Falls, SD altimeter setting.
NA *2497′ (nights only)

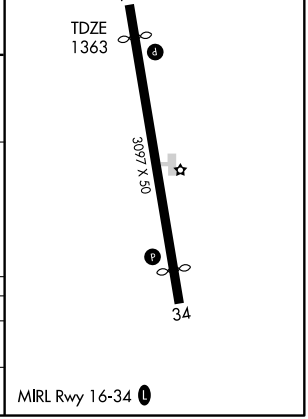
MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.

SIOUX FALLS APP CON*	UNICOM
126.9 267.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-16	1900-1 537 (600-1)		NA	
CIRCLING	1960-1 597 (600-1)		NA	



NC-3. 14 JAN 2010 to 11 FEB 2010

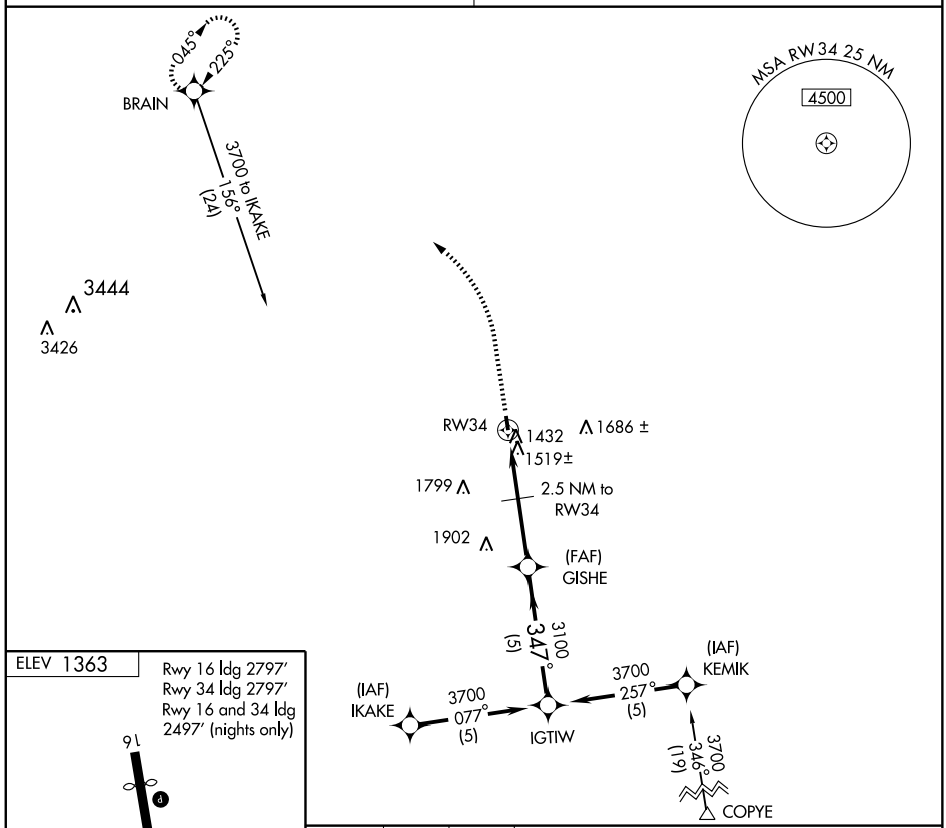
APP CRS	Rwy ldg	2797 *
347°	TDZE	1363
	Apt Elev	1363

GPS RWY 34
ROCK RAPIDS MUNI (RRQ)

T Use Sioux Falls, SD altimeter setting.
NA * 2497′ (nights only)

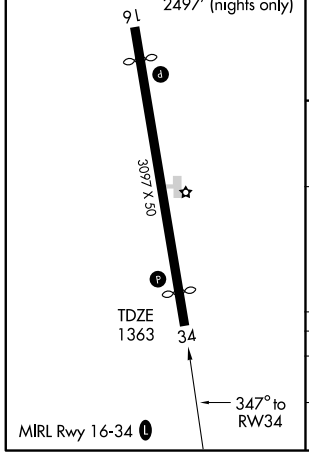
MISSED APPROACH: Climb to 2200, then climbing left turn to 3700 direct BRAIN WP and hold.

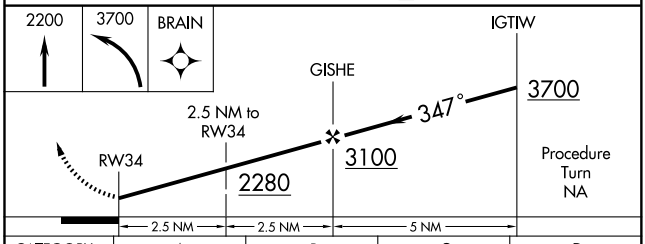
SIOUX FALLS APP CON *	UNICOM
126.9 267.9	122.8 (CTAF) L



ELEV 1363

Rwy 16 ldg 2797′
Rwy 34 ldg 2797′
Rwy 16 and 34 ldg 2497′ (nights only)





CATEGORY	A	B	C	D
S-34	1900-1 537 (600-1)		NA	
CIRCLING	1960-1 597 (600-1)		NA	

NDB SKI	APP CRS	Rwy ldg	4100
356	345°	TDZE	1243
		Apt Elev	1250

NDB or GPS RWY 36

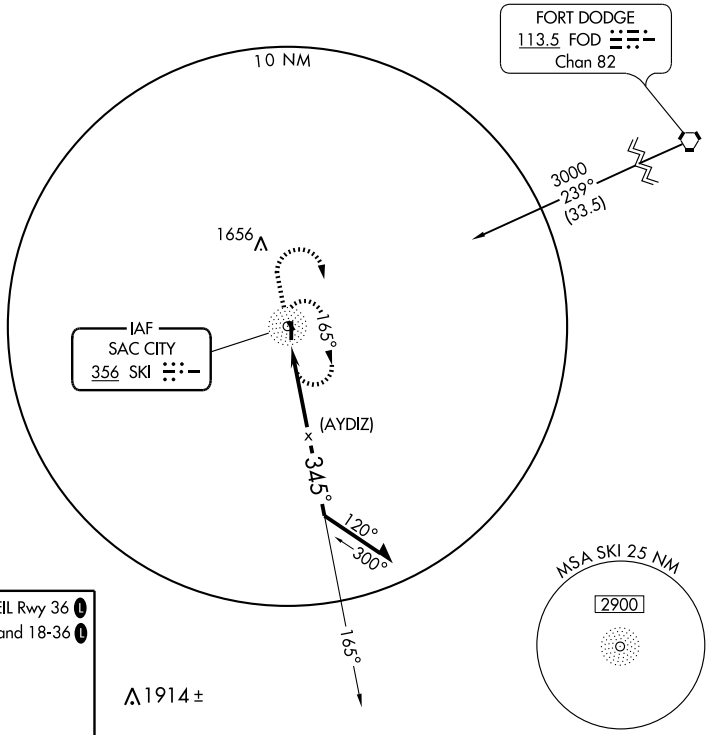
SAC CITY MUNI (SKI)

NA

Use Fort Dodge altimeter setting.
Circling to Rwy 14-32 not authorized at night.

MISSED APPROACH: Climb to 3000 then right turn direct SKI NDB and hold.

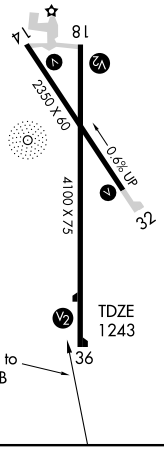
MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L

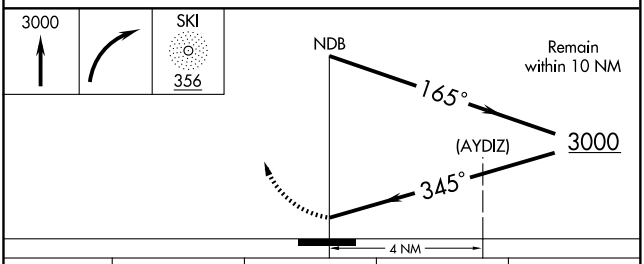


ELEV 1250

REIL Rwy 36 L

MIRL Rwys 14-32 and 18-36 L





CATEGORY	A	B	C	D
S-36	1960-1 717 (800-1)		NA	
CIRCLING	1960-1 710 (800-1)		NA	

NDB SHL	APP CRS	Rwy ldg	4199
338	335°	TDZE	1418
		Apt Elev	1419

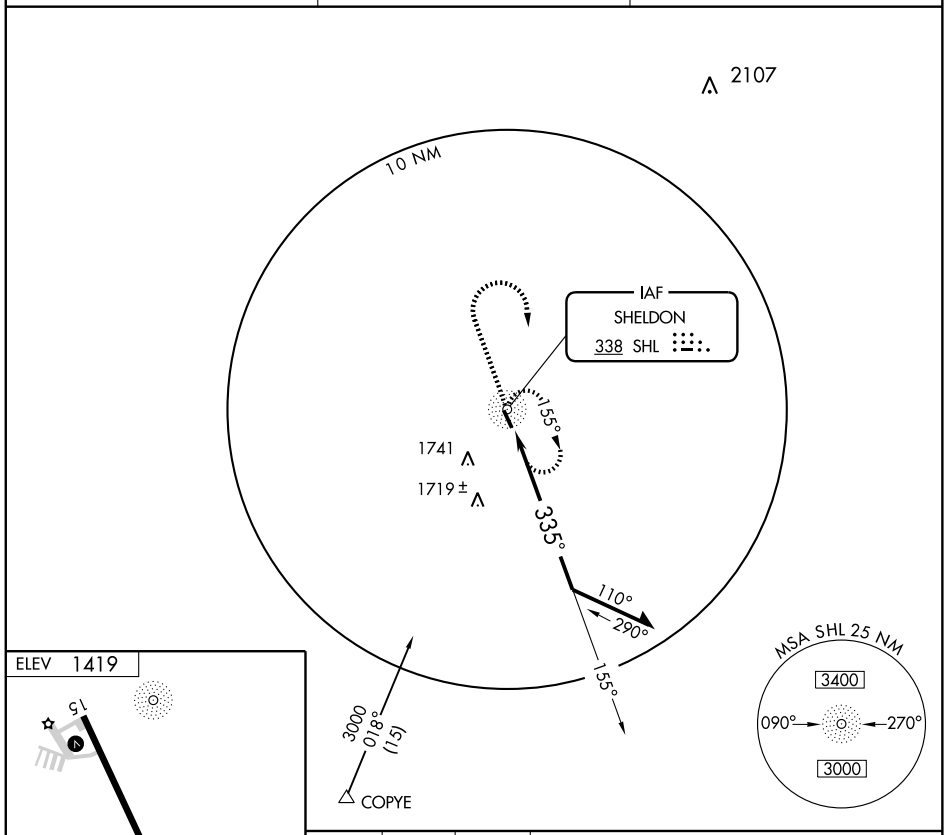
NDB RWY 33
SHELDON MUNI (SHL)

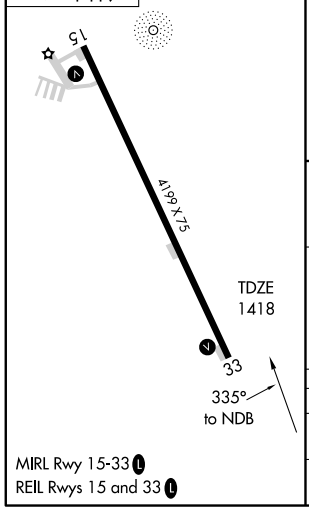
NA

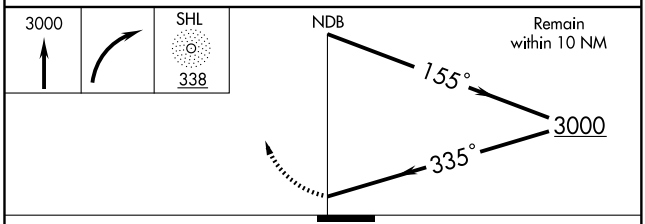
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct SHL NDB and hold.

AWOS-3	FORT DODGE RADIO	UNICOM
119.775	122.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	2100-1 682 (700-1)		2100-2 682 (700-2)	2100-2¼ 682 (700-2¼)
CIRCLING	2100-1 681 (700-1)		2100-2 681 (700-2)	2100-2¼ 681 (700-2¼)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

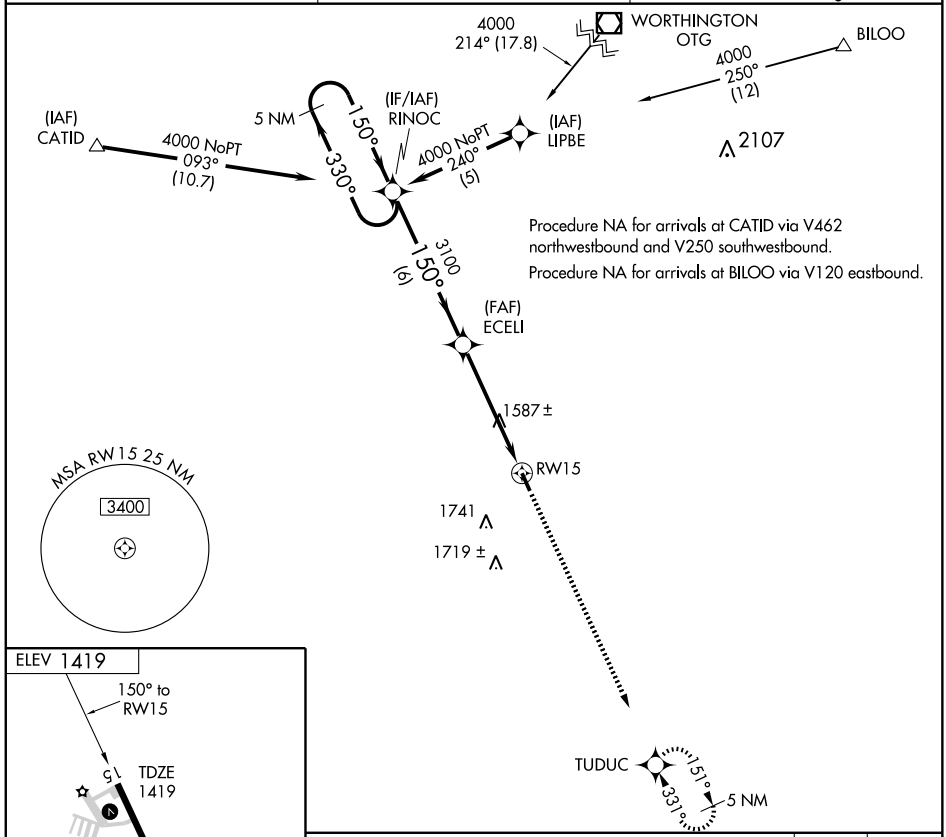
APP CRS	Rwy ldg	4199
150°	TDZE	1419
	Apt Elev	1419

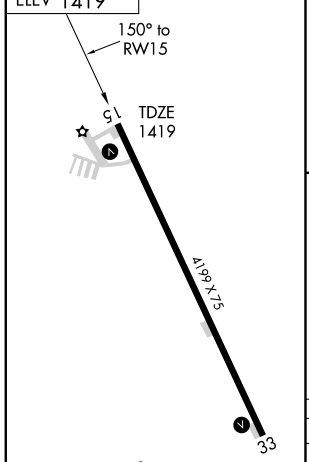
RNAV (GPS) RWY 15
SHELDON MUNI (SHL)

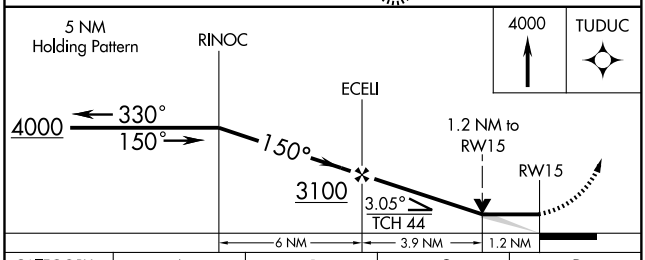
DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct TUDUC and hold.

AWOS-3	FORT DODGE RADIO	UNICOM
119.775	122.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1840-1 421 (500-1)		1840-1¼ 421 (500-1¼)	
CIRCLING	1840-1 421 (500-1)	1880-1 461 (500-1)	1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NC-3, 14 JAN 2010 to 11 FEB 2010

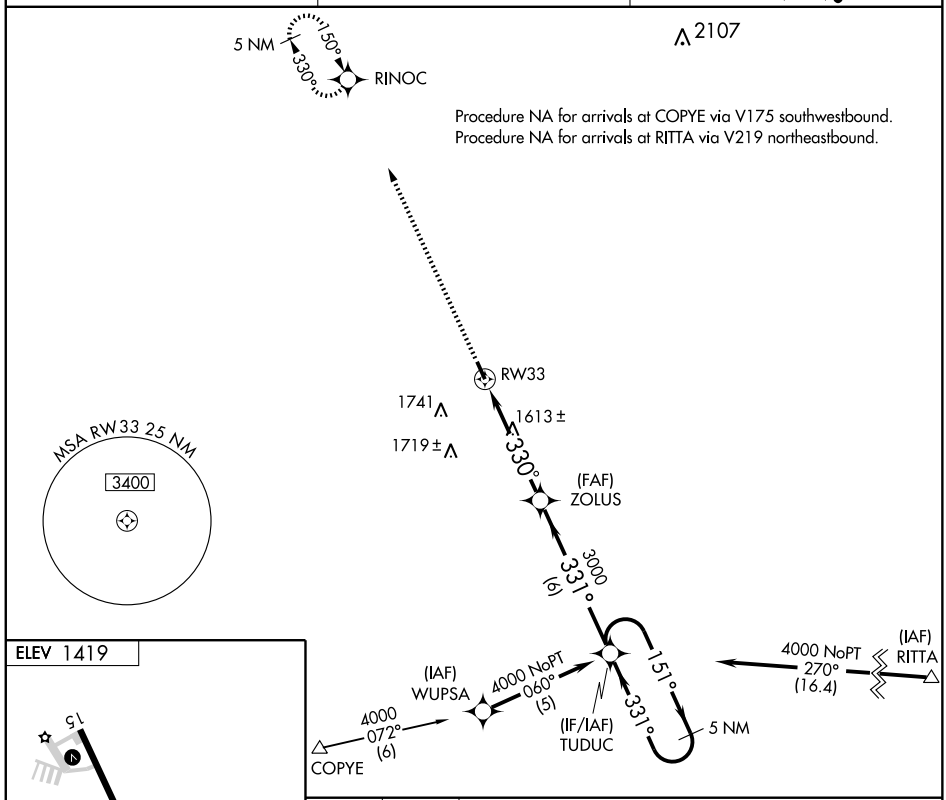
APP CRS	Rwy ldg	4199
330°	TDZE	1418
	Apt Elev	1419

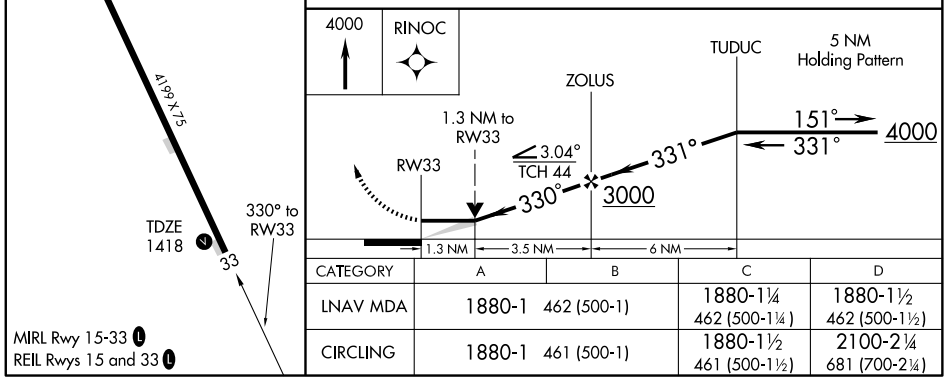
RNAV (GPS) RWY 33
SHELDON MUNI (SHL)

DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct RINOC and hold.

AWOS-3	FORT DODGE RADIO	UNICOM
119.775	122.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1880-1 462 (500-1)		1880-1¼ 462 (500-1¼)	1880-1½ 462 (500-1½)
CIRCLING	1880-1 461 (500-1)		1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

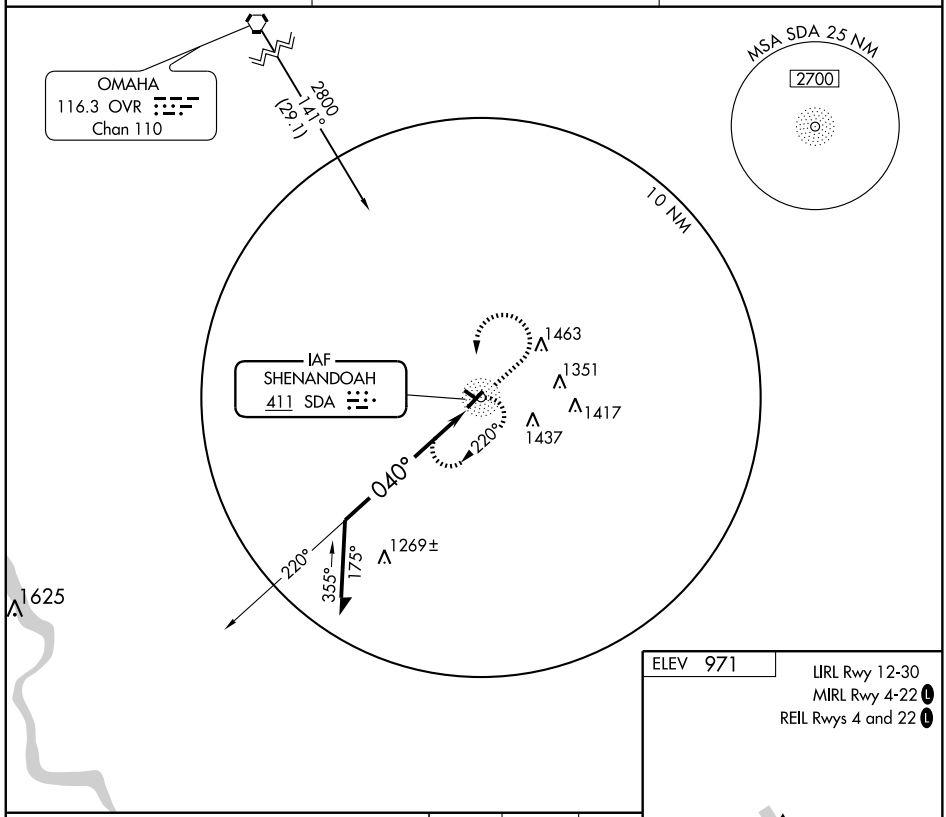
NDB SDA	APP CRS	Rwy ldg	5000
411	040°	TDZE	967
		Apt Elev	971

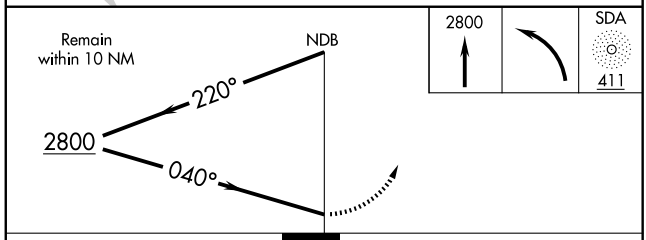
NDB RWY 4
SHENANDOAH MUNI (SDA)

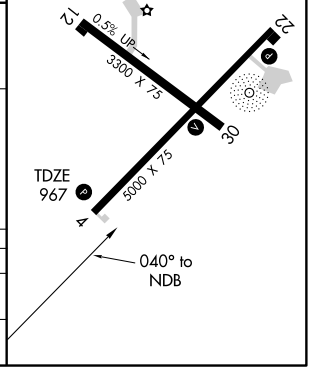
If local altimeter setting not received, use Clarinda altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct SDA NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
125.525	124.5 263.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1620-1 653 (700-1)		NA	
CIRCLING	1620-1 649 (700-1)		NA	

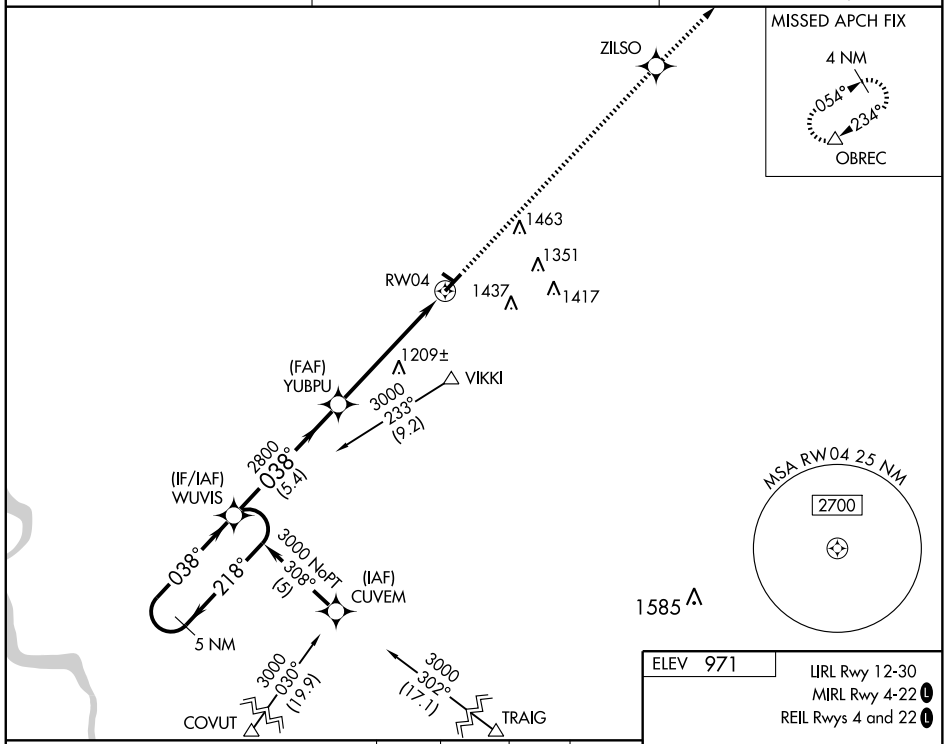
WAAS CH 63101 W04A	APP CRS 038°	Rwy ldg 5000 TDZE 967 Apt Elev 971

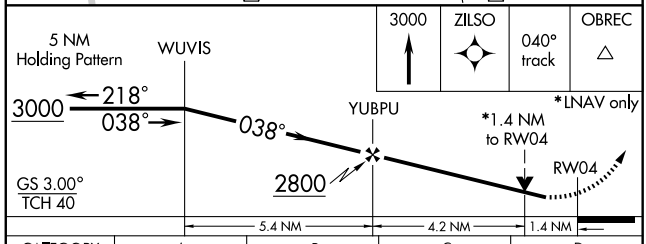
RNAV (GPS) RWY 4
SHENANDOAH MUNI (SDA)

If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.
VDP NA when using Clarinda altimeter setting.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

AWOS-3	OMAHA APP CON	UNICOM
125.525	124.5 263.0	122.8 (CTAF) L

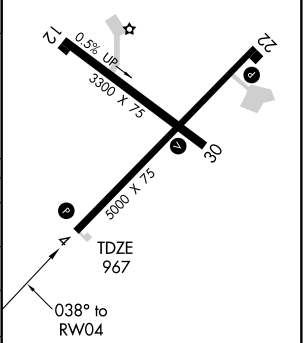




CATEGORY	A	B	C	D
LPV DA	1230-1 263 (300-1)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	1460-1 493 (500-1)		NA	
CIRCLING	1520-1 549 (600-1)		NA	

ELEV 971

LIRL Rwy 12-30
MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L



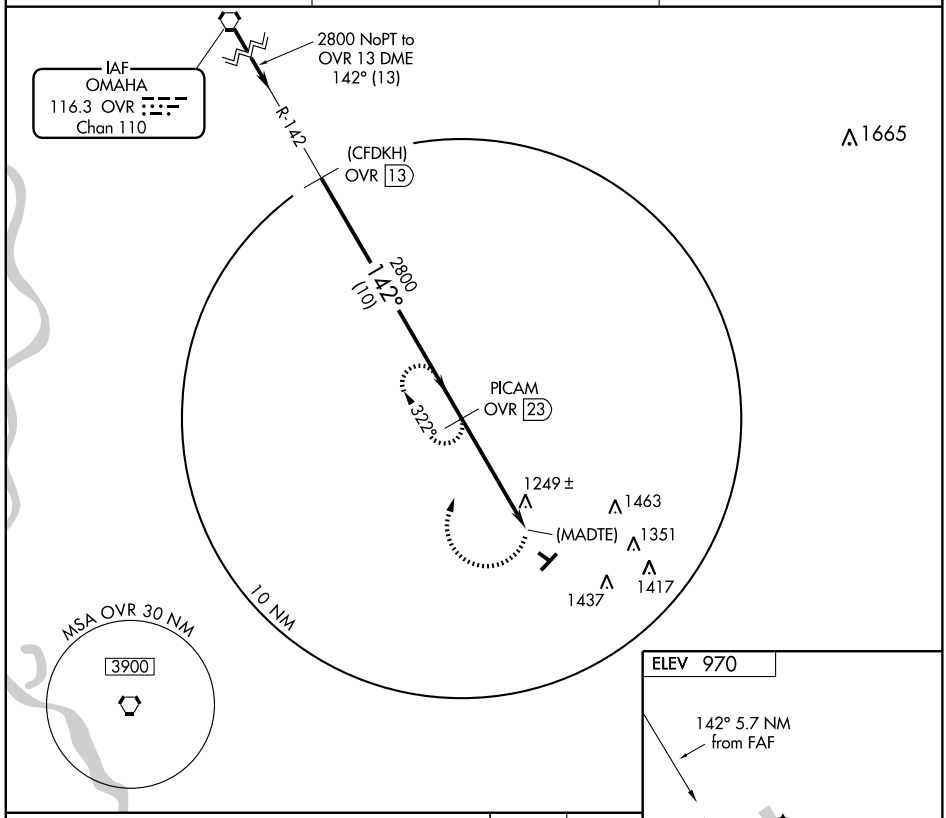
VORTAC OVR	APP CRS	Rwy ldg	3300
116.3	142°	TDZE	967
Chan 110		Apt Elev	970

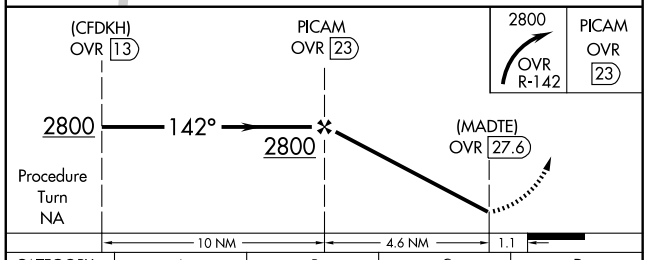
VOR/DME or GPS RWY 12

SHENANDOAH MUNI (SDA)

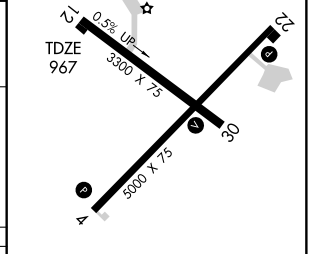
MISSED APPROACH: Climbing right turn to 2800 via OVR R-142 to PICAM/OVR 23 DME and hold.

AWOS-3	OMAHA APP CON	UNICOM
125.525	124.5 263.0	122.8 (CTAF)





CATEGORY	A	B	C	D
S-12	1540-1¼ 573 (600-1¼)		NA	
CIRCLING	1540-1¼ 570 (600-1¼)		NA	



LIRL Rwy 12-30
MIRL Rwy 4-22
REIL Rwys 4 and 22

NDB ISB	APP CRS	Rwy ldg	3000
269	155°	TDZE	1537
		Apt Elev	1537

NDB or GPS RWY 17

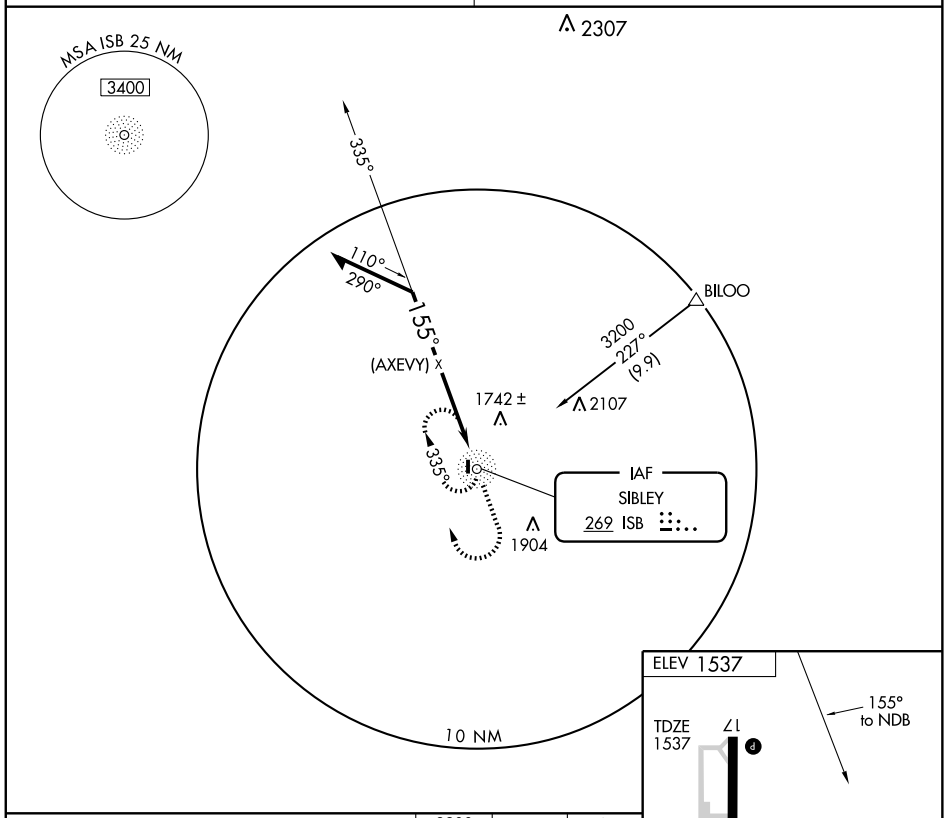
SIBLEY MUNI (ISB)

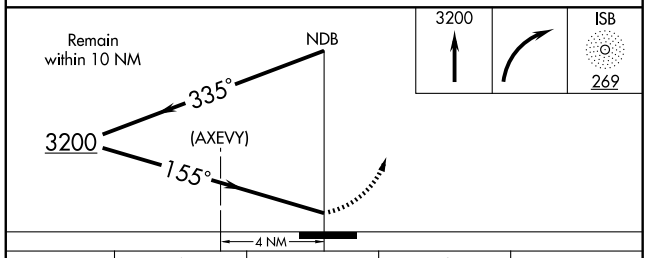
NA

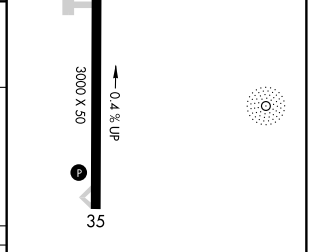
Use Worthington MN altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn direct ISB NDB and hold.

MINNEAPOLIS CENTER	UNICOM
132.05 317.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	2160-1	623 (700-1)	2160-1¾ 623 (700-1¾)	NA
CIRCLING	2160-1	623 (700-1)	2160-1¾ 623 (700-1¾)	NA

LIRL Rwy 17-35 L

NDB ISB	APP CRS	Rwy ldg	3000
269	013°	TDZE	1537
		Apt Elev	1537

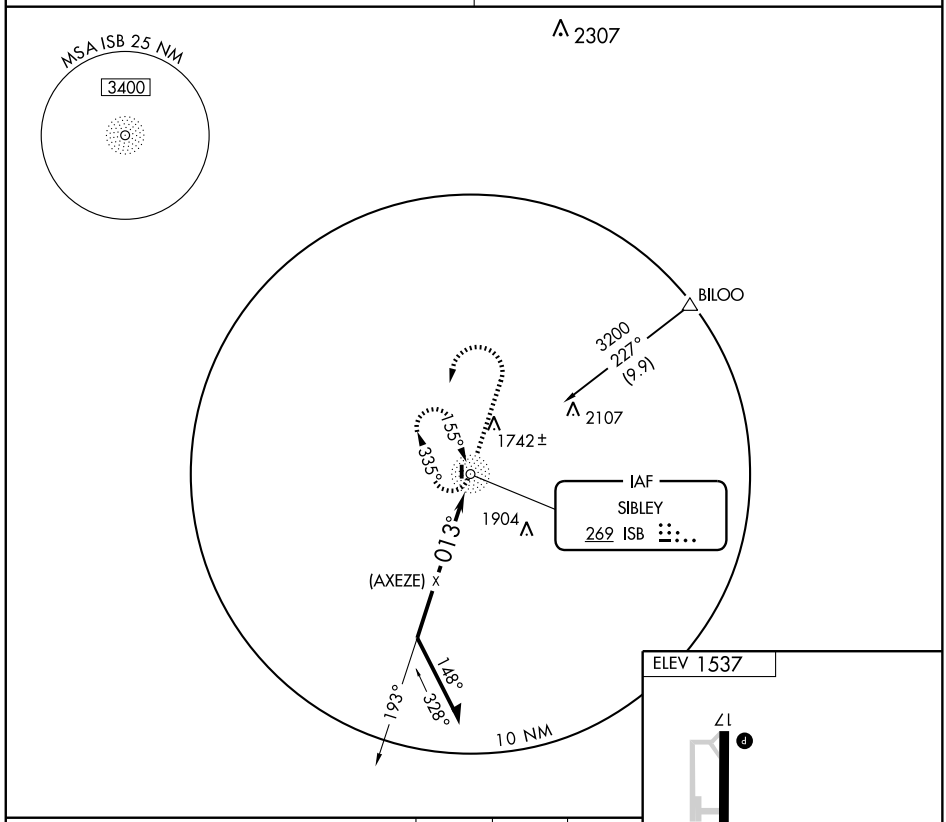
NDB or GPS RWY 35
SIBLEY MUNI (ISB)

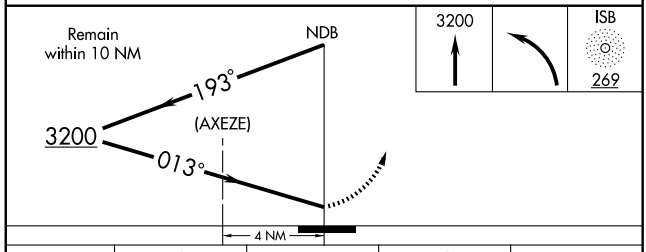
NA

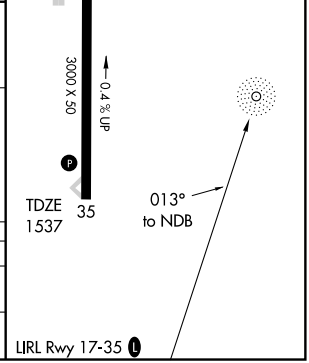
Use Worthington MN altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn direct ISB NDB and hold.

MINNEAPOLIS CENTER	UNICOM
132.05 317.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA
CIRCLING	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA

NDB SOY	APP CRS	Rwy ldg	3802
368	180°	TDZE	1448
		Apt Elev	1448

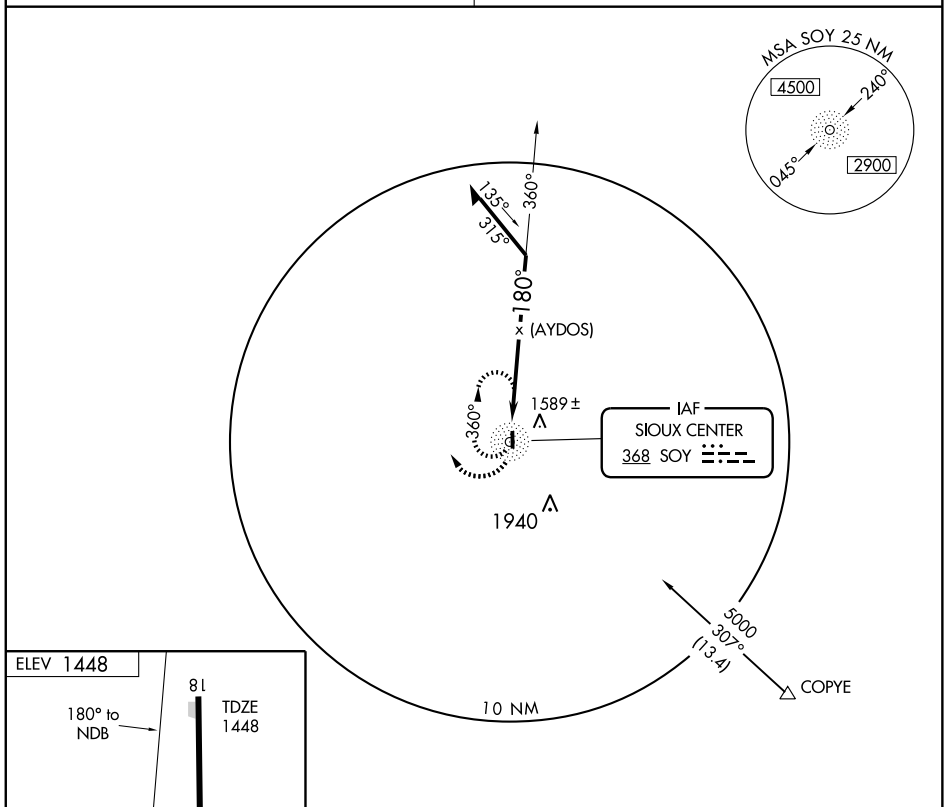
NDB or GPS RWY 18

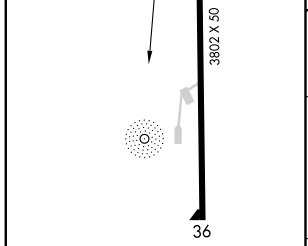
SIOUX CENTER MUNI (SOY)

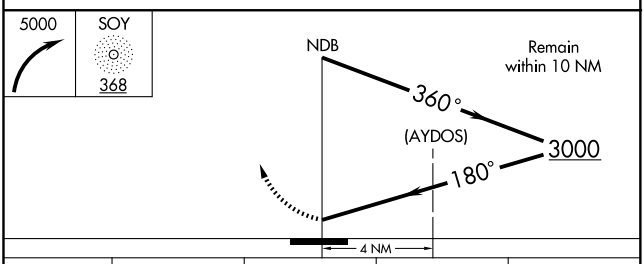
T NA Use Orange City altimeter setting; if not received use Sioux Falls altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 5000 in SOY NDB holding pattern.

MINNEAPOLIS CENTER	UNICOM
124.1 269.0	122.8 (CTAF) L





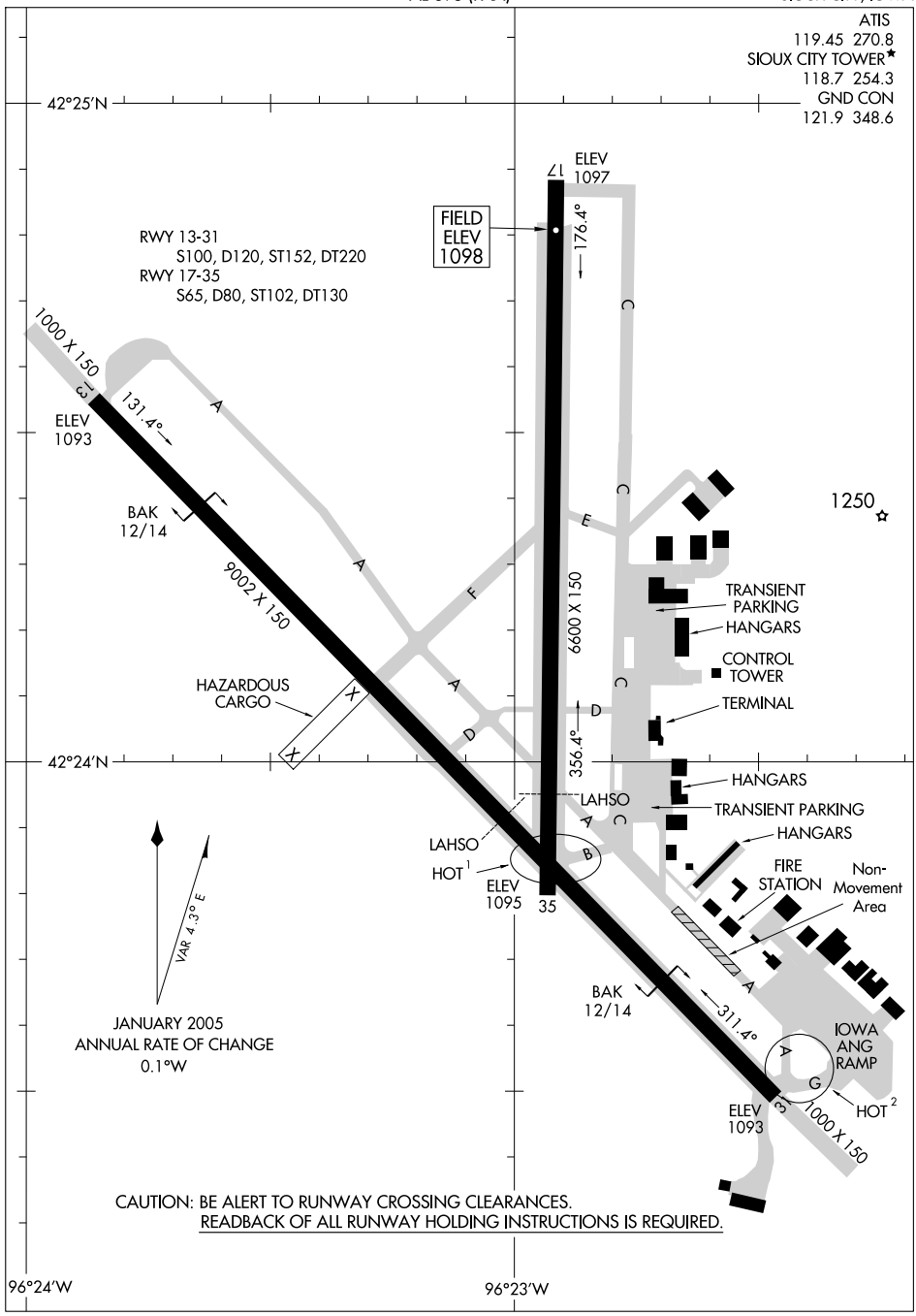


CATEGORY	A	B	C	D
S-18	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA
CIRCLING	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA

MIRL Rwy 18-36 L

AIRPORT DIAGRAM

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AL-395 (FAA)
SIOUX CITY, IOWA



HI-TACAN or VOR/DME RWY 13

JAL-395 [USAF]

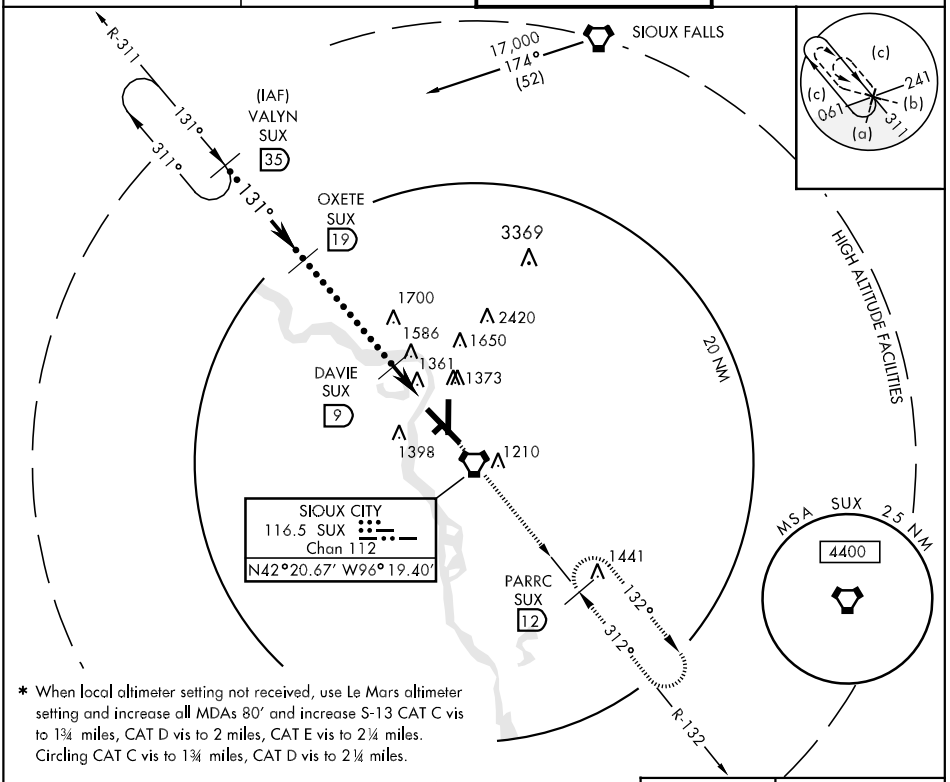
SIOUX CITY/ SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

VORTAC SUX	APCH CRS	Rwy ldg	9002
116.5	131°	TDZE	1095
Chan 112		Arpt Elev	1098

MALS A4

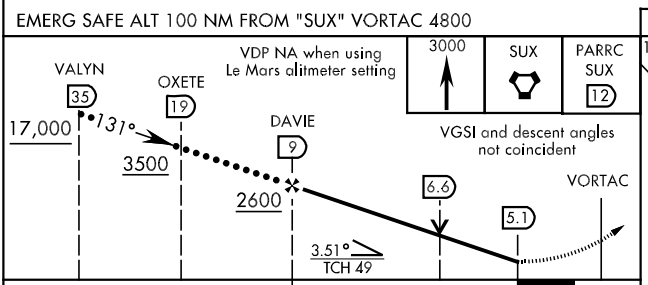
MISSED APPROACH: Climb to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON
119.45 277.2	124.6 307.0	118.7 L (CTAF) 254.3	121.9 348.6



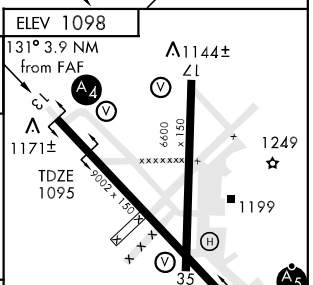
* When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80′ and increase S-13 CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. Circling CAT C vis to 1¾ miles, CAT D vis to 2¼ miles.

EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800



CATEGORY	C	D	E
S-13 ★	1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	
CIRCLING ★	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

ELEV 1098



REIL Rwy 17 and 35 L
HIRL Rwy 13-31 L
MIRL Rwy 17-35 L

NC-3, 14 JAN 2010 to 11 FEB 2010

HI-TACAN or VOR/DME RWY 31

JAL-395 [USAF]

SIOUX CITY/ SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

VORTAC SUX	APCH CRS	Rwy ldg	9002
116.5	312°	TDZE	1096
Chan 112		Arpt Elev	1098

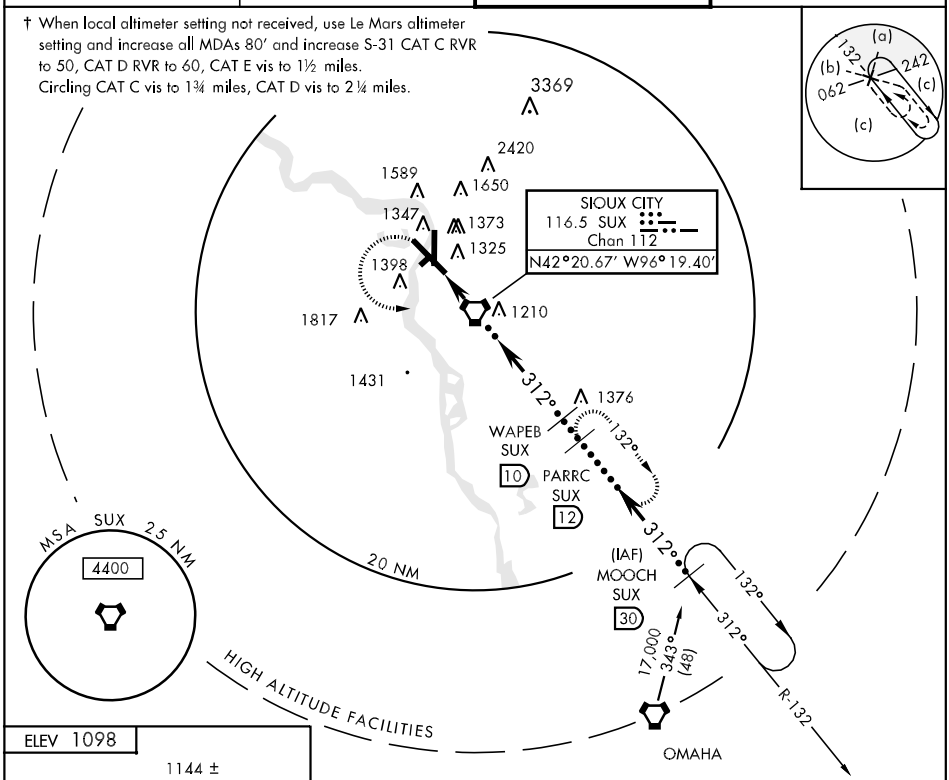
▼ * When ALS inop, increase CAT E vis to 1¾ miles.

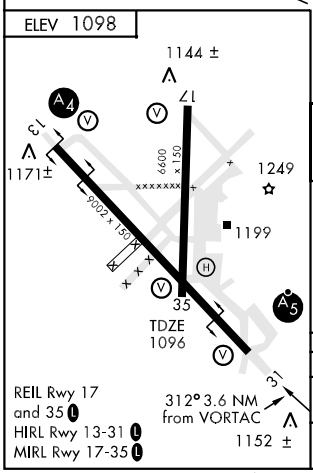
MALSR A5

MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON
119.45 277.2	124.6 307.0	118.7 L (CTAF) 254.3	121.9 348.6

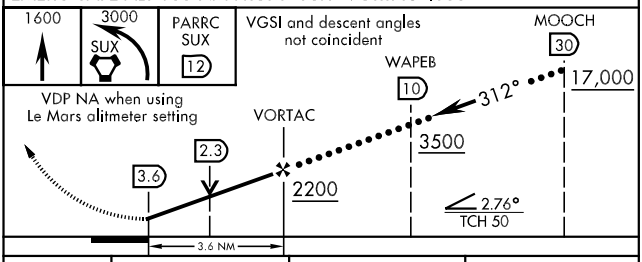
† When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80′ and increase S-31 CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½ miles.
Circling CAT C vis to 1¾ miles, CAT D vis to 2¼ miles.





REIL Rwy 17 and 35 L
HIRL Rwy 13-31 L
MIRL Rwy 17-35 L

EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800



CATEGORY	C	D	E
S-31 * †	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING †	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

LOC I-OIQ	APP CRS	Rwy ldg	9002
111.3	130°	TDZE	1095
		Apt Elev	1098

ILS or LOC RWY 13

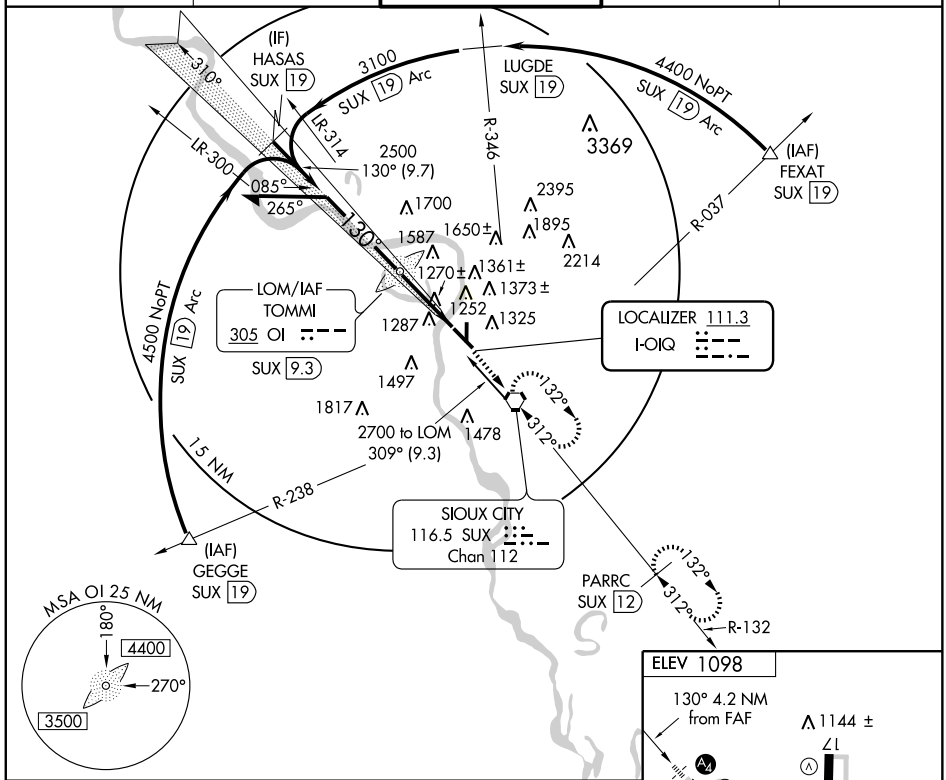
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

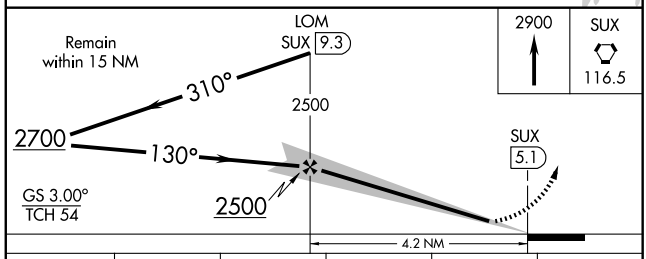
Inoperative table does not apply to S-LOC 13 Cat C.

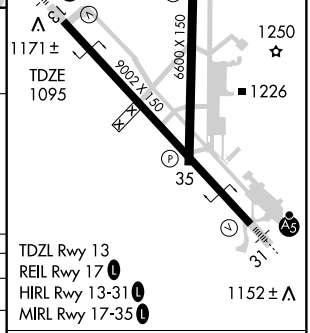
MALS

MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-ILS 13	1295-¾ 200 (200-¾)				
S-LOC 13	1580-¾ 485 (500-¾)		1580-1¼ 485 (500-1¼)	1580-1½ 485 (500-1½)	1580-1¾ 485 (500-1¾)
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-SUX	APP CRS	Rwy ldg	9002
109.3	310°	TDZE	1096
		Apt Elev	1098

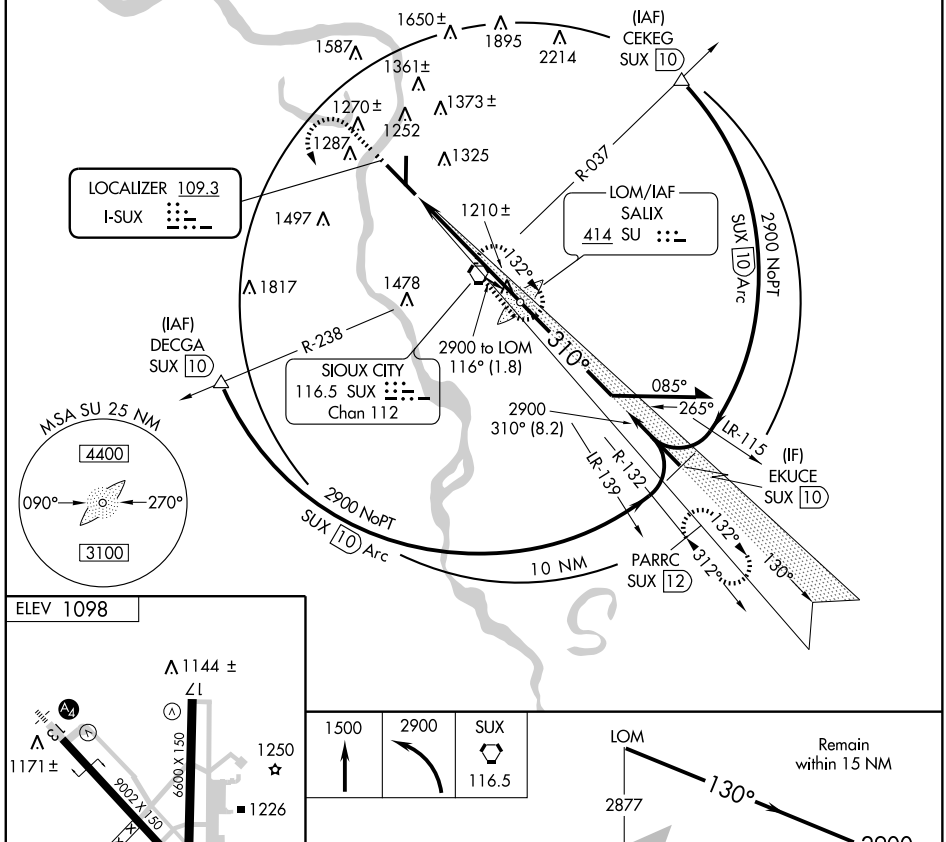
ILS or LOC RWY 31

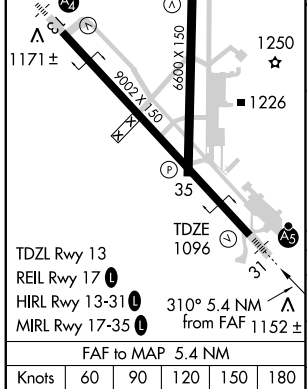
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

MALSR

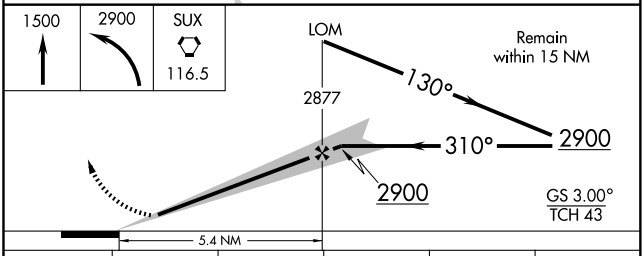
MISSED APPROACH: Climb to 1500 then climbing left turn to 2900 direct to SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 31	1296/24 200 (200-½)				
S-LOC 31	1460/24 364 (400-½)			1460/40 364 (400-¾)	
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 14 JAN 2010 to 11 FEB 2010

LOM OI	APP CRS	Rwy ldg	9002
305	130°	TDZE	1093
		Apt Elev	1098

NDB RWY 13

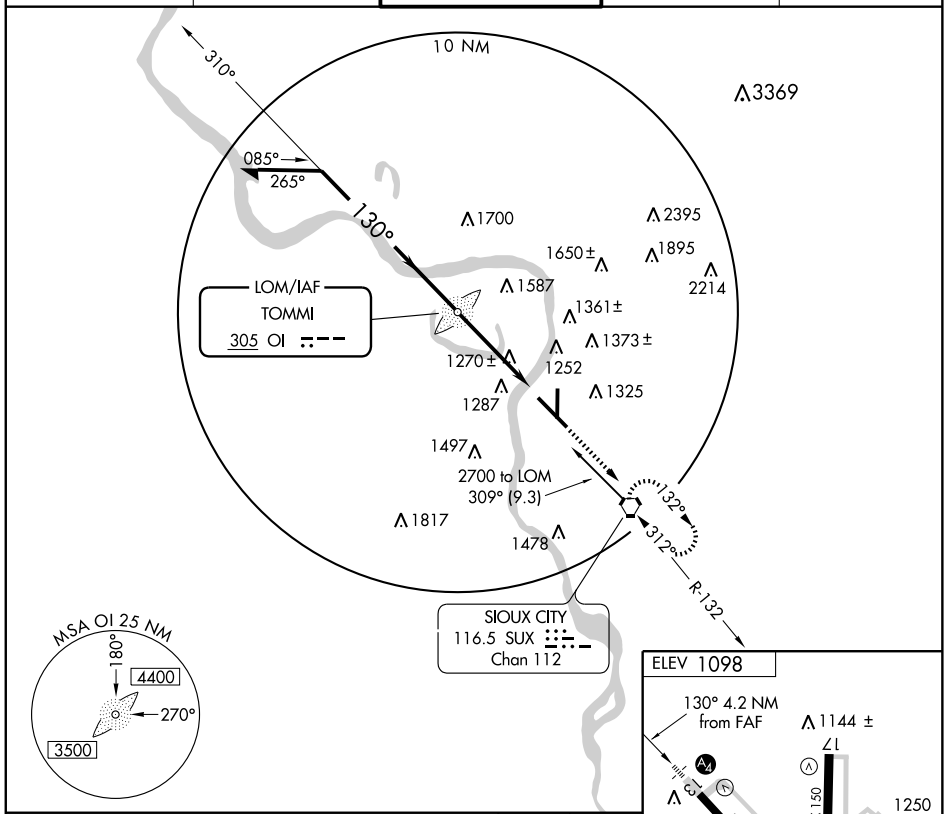
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

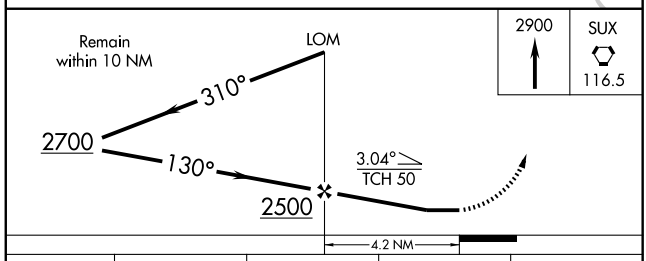
T NA Cat C inoperative table does not apply.

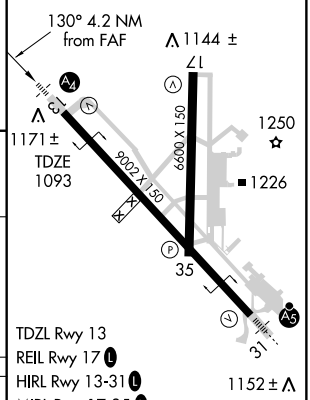
MALS

MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-13	1660-¾ 567 (600-¾)		1660-1½ 567 (600-1½)	1660-1¾ 567 (600-1¾)
CIRCLING	1660-1 562 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 14 JAN 2010 to 11 FEB 2010

NDB GAK 233	APP CRS 180°	Rwy ldg 6600 TDZE 1098 Apt Elev 1098

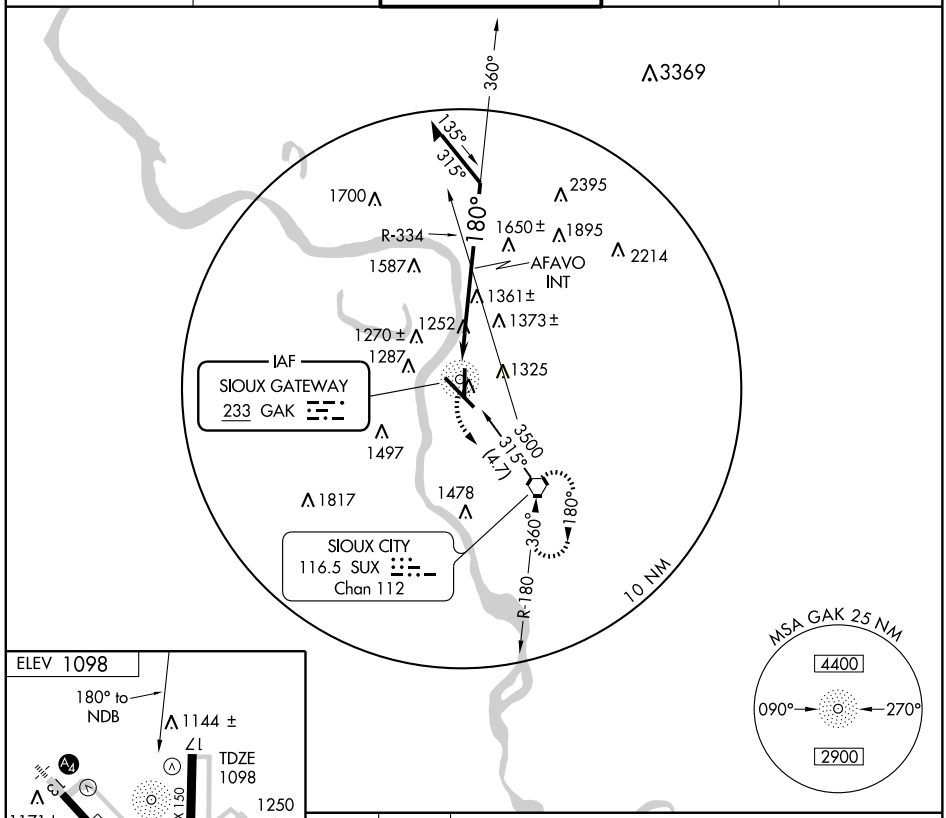
NDB RWY 17

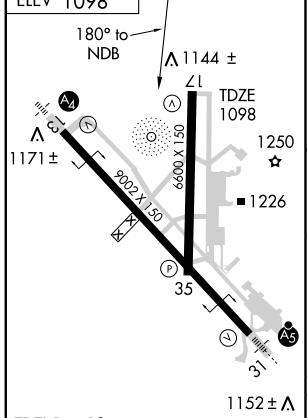
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

NA

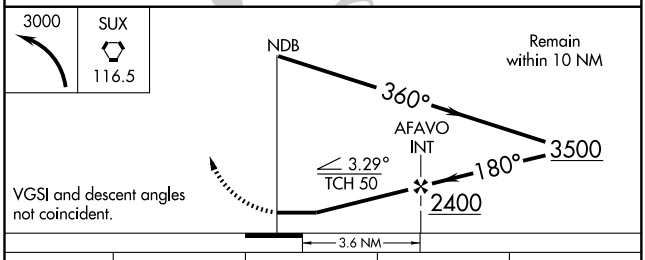
MISSED APPROACH: Climbing left turn to 3000 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95





TDZL Rwy 13
REIL Rwy 17 L
HIRL Rwy 13-31 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	1760-1 662 (700-1)		1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)
CIRCLING	1760-1 662 (700-1)		1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

LOM SU	APP CRS	Rwy ldg	9002
414	310°	TDZE	1095
		Apt Elev	1098

NDB RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

T
NA

MALSR

MISSED APPROACH: Climbing left turn to 2900 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95

1700
2395
1650 ±
1895
1587
2214
1361 ±
1270 ±
1373 ±
1252
1287
1325
2900 to LOM
116° (1.8)
1497
LOM/IAF
SALIX
414 SU
132°
1817
1478
312°
SIOUX CITY
116.5 SUX
Chan 112
R-132
310°
085°
265°
10 NM
130°

MSA SU 25 NM
4400
090°
270°
3100

ELEV 1098
1144 ±
17
1250
1171 ±
6600 X 150
9002 X 150
1226
35
TDZE
1095
31
TDZL Rwy 13
REIL Rwy 17 L
HIRL Rwy 13-31 L
MIRL Rwy 17-35 L
310° 5.4 NM from FAF
1152 ±

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

2900
SUX
116.5
LOM
Remain within 10 NM
130°
310°
2900
2900
5.4 NM

CATEGORY	A	B	C	D
S-31	1620/40 525 (600-¾)		1620/50 525 (600-1)	1620-1½ 525 (600-1½)
CIRCLING	1640-1 542 (600-1)		1640-1½ 542 (600-1½)	1680-2 582 (600-2)

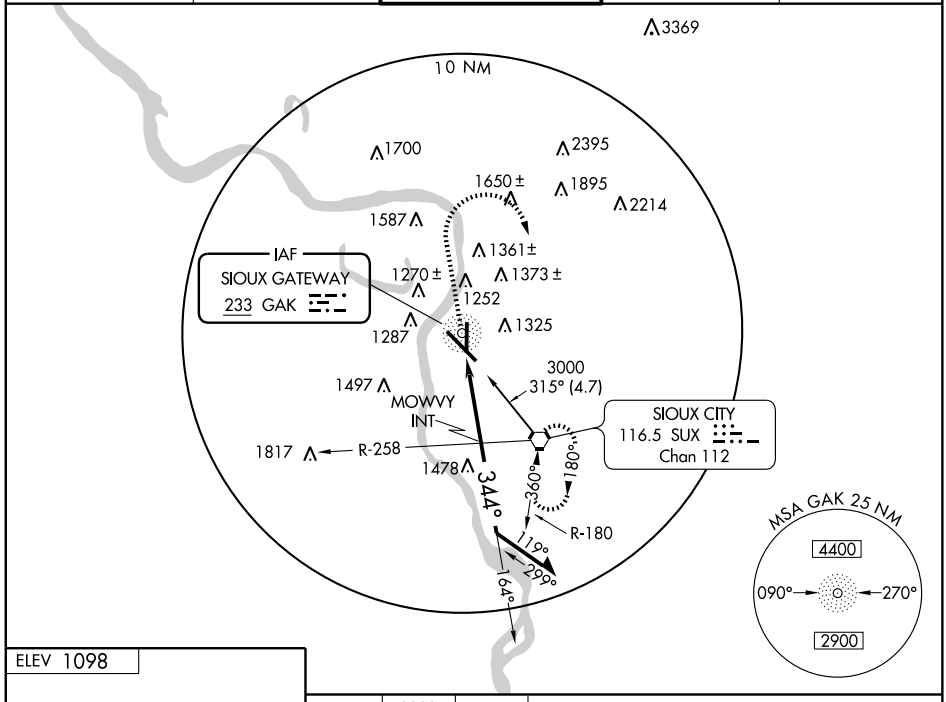
NDB GAK 233	APP CRS 344°	Rwy ldg 6600 TDZE 1096 Apt Elev 1098

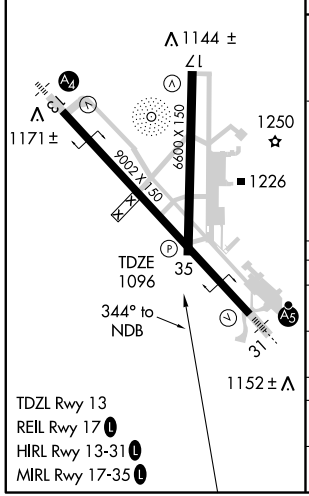
NDB RWY 35

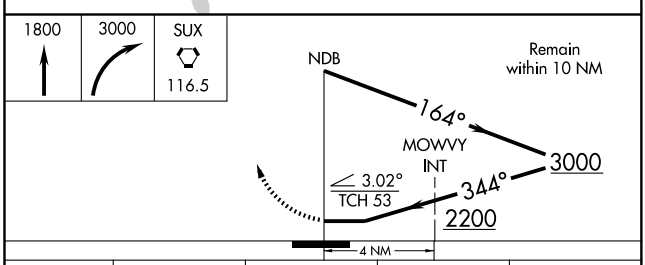
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER*	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-35	2200-1¼ 1104 (1200-1¼)	2200-1½ 1104 (1200-1½)	2200-3 1104 (1200-3)	
CIRCLING	2200-1¼ 1102 (1200-1¼)	2200-1½ 1102 (1200-1½)	2200-3 1102 (1200-3)	
MOWVY FIX MINIMUMS				
S-35	1560-1 464 (500-1)		1560-1¼ 464 (500-1¼)	1560-1½ 464 (500-1½)
CIRCLING	1640-1 542 (600-1)		1640-1½ 542 (600-1½)	1680-2 582 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 57911 W13A	APP CRS 130°	Rwy ldg 9002 TDZE 1095 Apt Elev 1098

RNAV (GPS) RWY 13

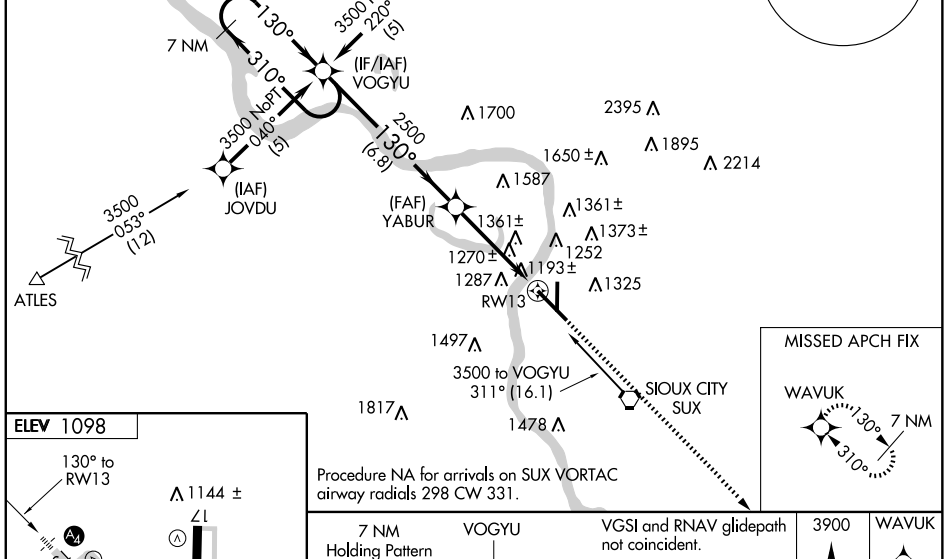
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

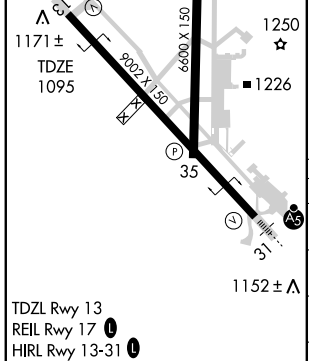
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV NA when using Le Mars altimeter setting. When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV visibility to RVR 5000 all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D visibility ¼ mile and Cat E ½ mile. Increase circling Cat C/D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV and LNAV Cat C/E.

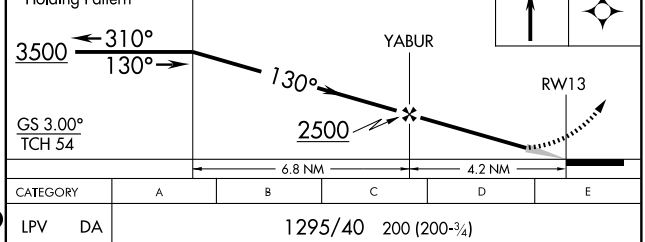
MALS

MISSED APPROACH: Climb to 3900 direct WAVUK and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER*	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	1295/40 200 (200-¾)				
LNAV/VNAV DA	1582-1¾ 487 (500-1¾)				
LNAV MDA	1620/40 525 (600-¾)		1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	6600
175°	TDZE	1098
	Apt Elev	1098

RNAV (GPS) RWY 17

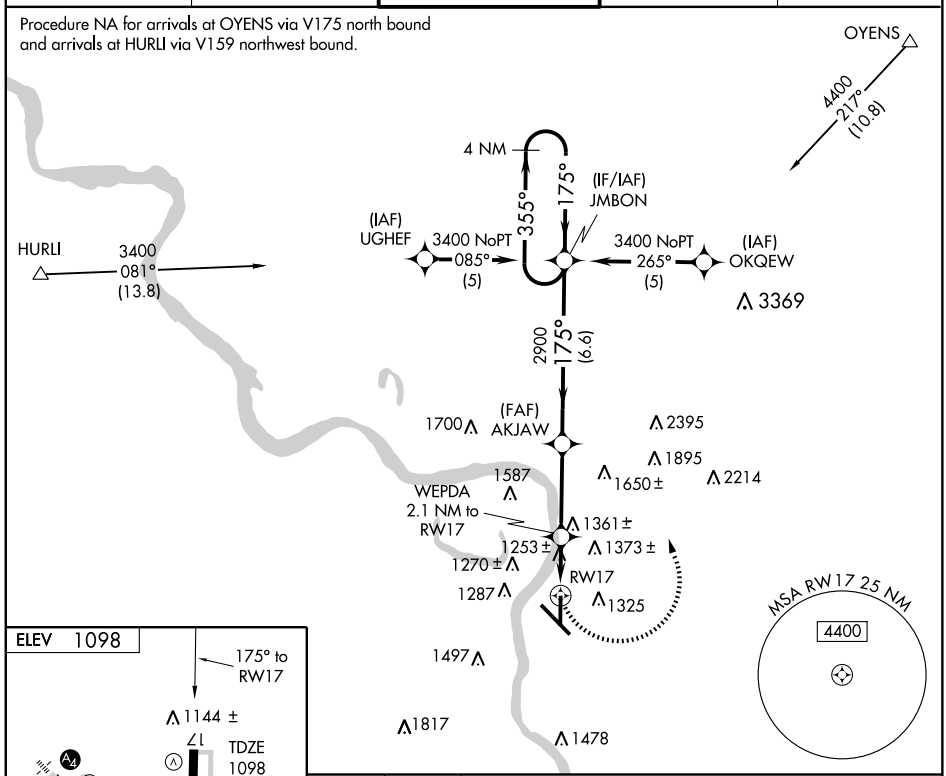
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

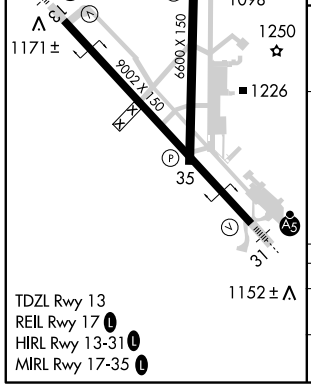
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet. Increase LNAV and circling Cat C/D visibility ¼ mile.

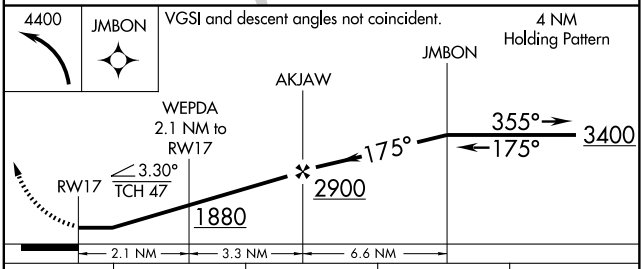
MISSED APPROACH: Climbing left turn to 4400 direct JMBON and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER*	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95

Procedure NA for arrivals at OYENS via V175 north bound and arrivals at HURLI via V159 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1660-1 562 (600-1)		1660-1½ 562 (600-1½)	1660-1¾ 562 (600-1¾)
CIRCLING	1660-1 562 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 90211 W31A	APP CRS 310°	Rwy ldg 9002 TDZE 1096 Apt Elev 1098

RNAV (GPS) RWY 31

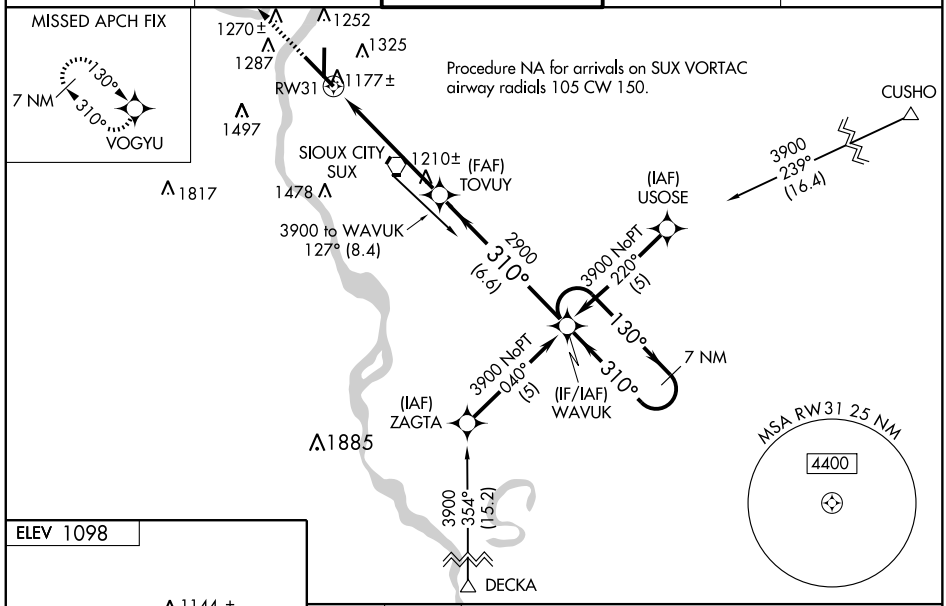
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

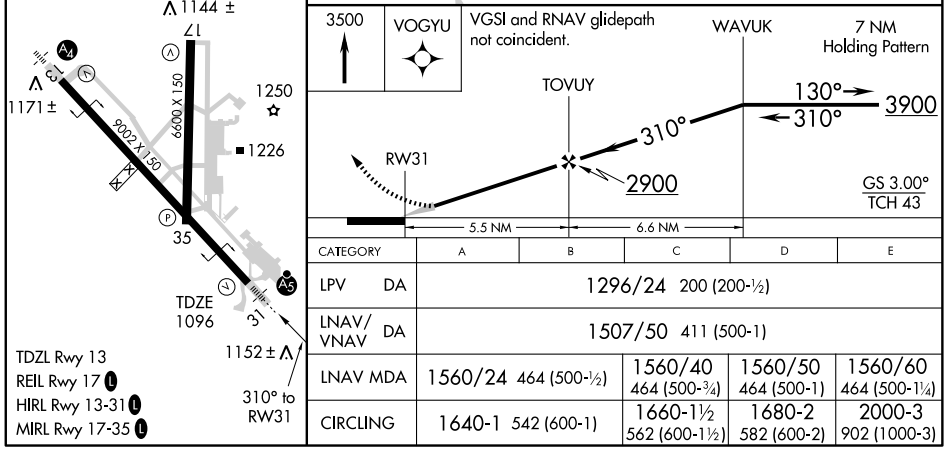
Baro-VNAV NA when using LeMars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and Cat E visibility ¼ mile. Increase circling Cat C/D visibility ¼ mile.
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾ .
For inoperative MALSR, when using Le Mars altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 2.

MALSR

MISSED APPROACH: Climb to 3500 direct VOGYU and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95





TDZL Rwy 13
REIL Rwy 17 L
HIRL Rwy 13-31 L
MIRL Rwy 17-35 L

CATEGORY		A	B	C	D	E
LPV	DA	1296/24 200 (200-½)				
LNAV/VNAV	DA	1507/50 411 (500-1)				
LNAV MDA		1560/24 464 (500-½)		1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING		1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

VORTAC SUX	APP CRS	Rwy ldg	9002
116.5	131°	TDZE	1095
Chan 112		Apt Elev	1098

VOR/DME or TACAN RWY 13

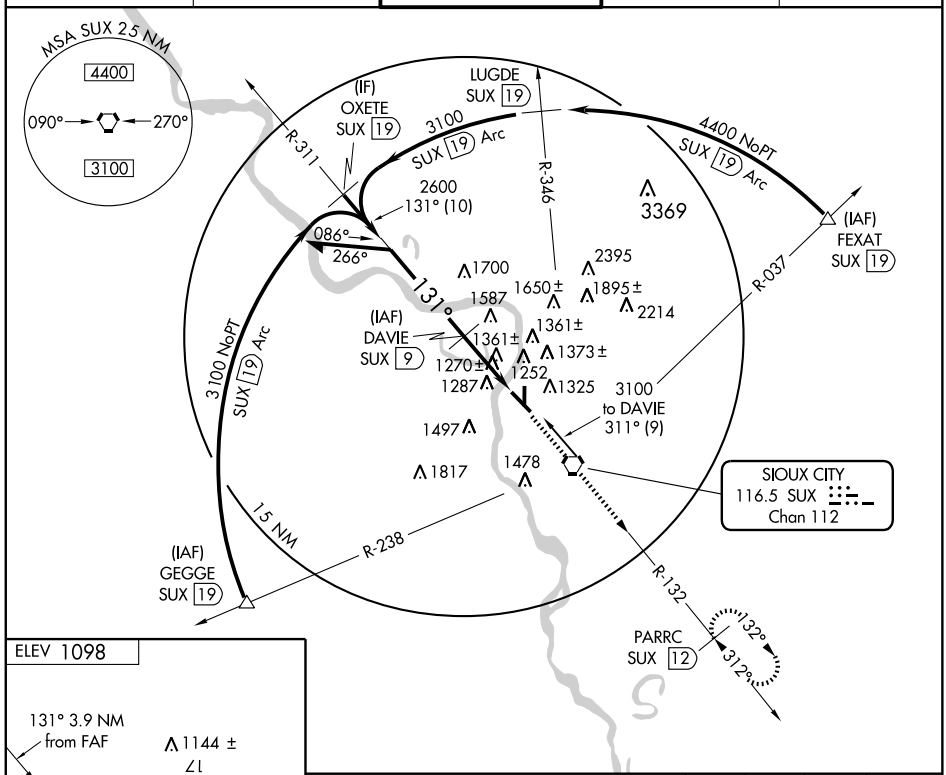
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

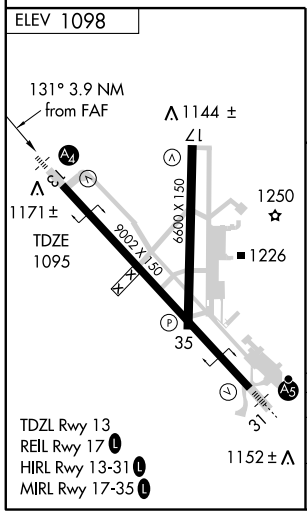
When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-13 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, Circling Cat C/D visibility ¼ mile. Inoperative table does not apply to Cat C. VDP NA when using Le Mars altimeter setting.

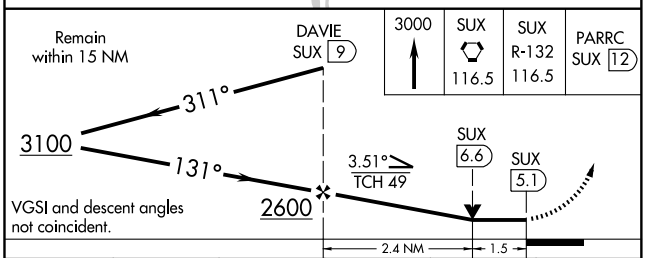
MALS

MISSED APPROACH: Climb to 3000 direct SUX VORTAC then via SUX R-132 to PARRC/12 DME and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-13	1620/40	525 (600-¾)	1620-1½ 525 (600-1½)	1620-1¾	525 (600-1¾)
CIRCLING	1640-1	542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

VORTAC SUX 116.5 Chan 112	APP CRS 312°	Rwy ldg 9002 TDZE 1096 Apt Elev 1098

VOR or TACAN RWY 31

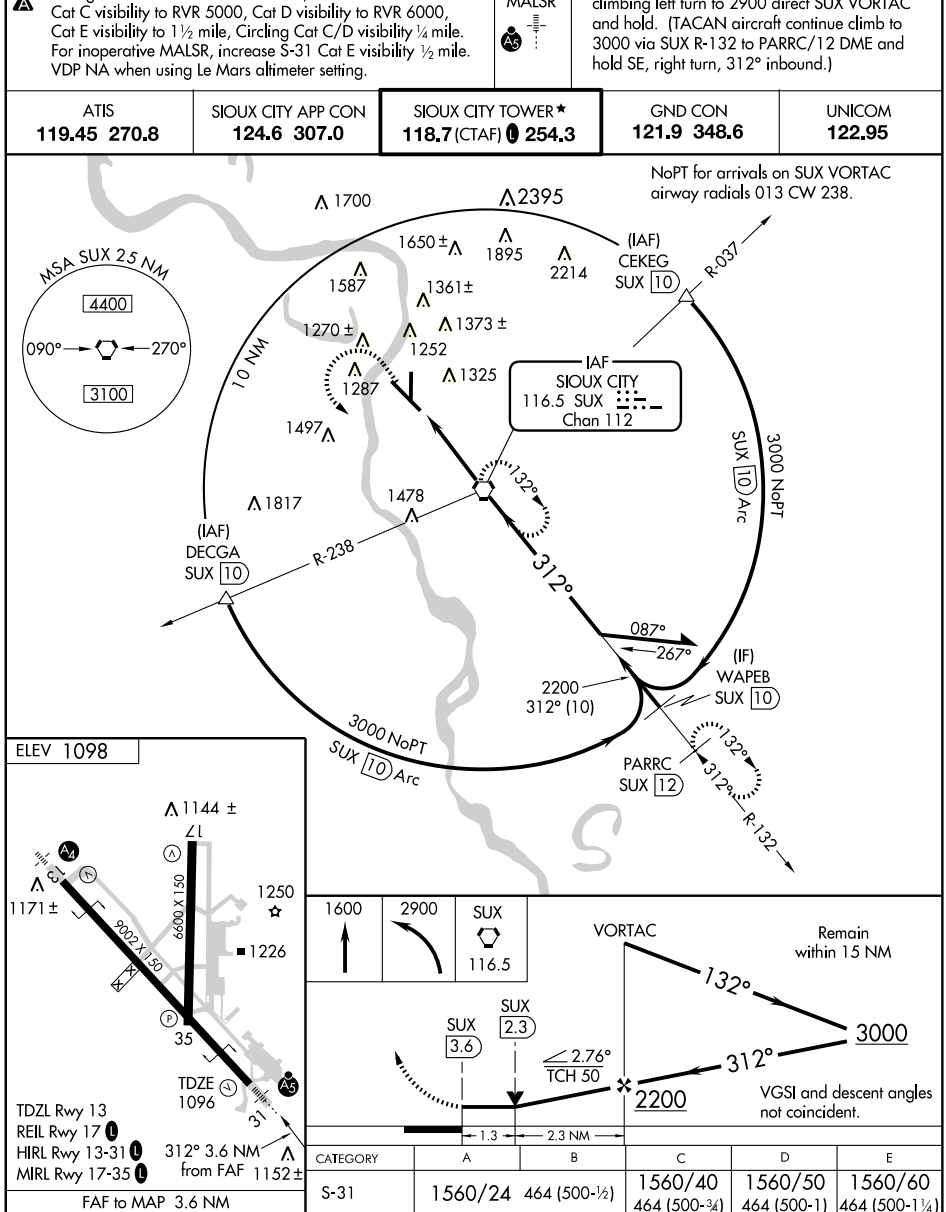
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-31 Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1½ mile, Circling Cat C/D visibility ¼ mile. For inoperative MALSR, increase S-31 Cat E visibility ½ mile. VDP NA when using Le Mars altimeter setting.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue climb to 3000 via SUX R-132 to PARRC/12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D	E
S-31	1560/24 464 (500-½)		1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

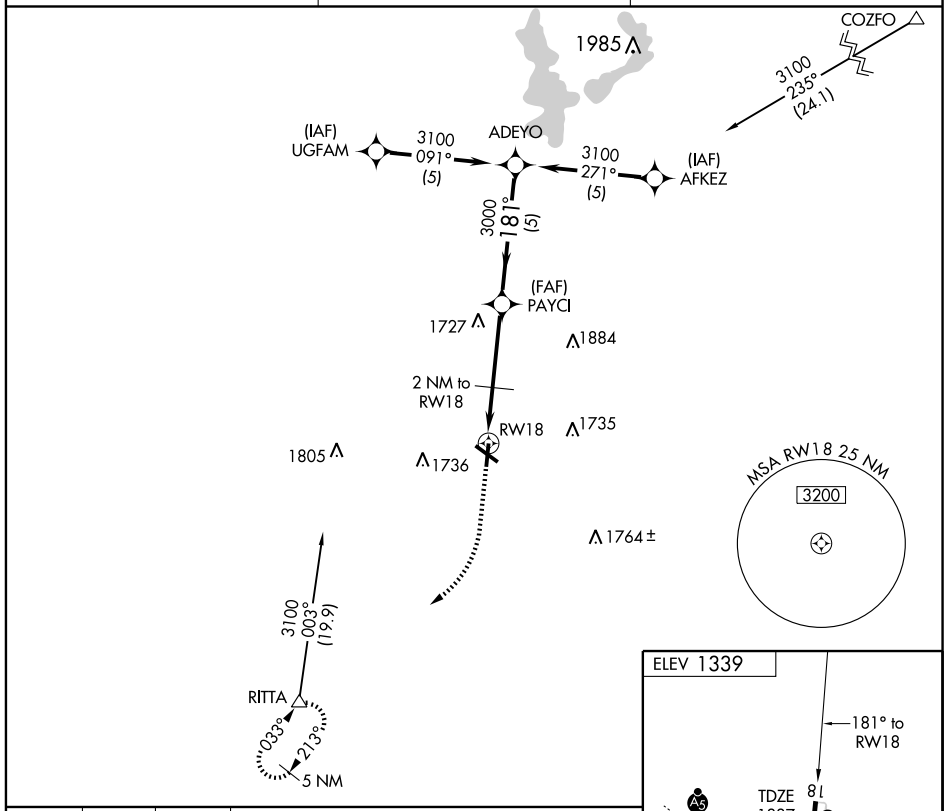
APP CRS	Rwy ldg	5100
181°	TDZE	1337
	Apt Elev	1339

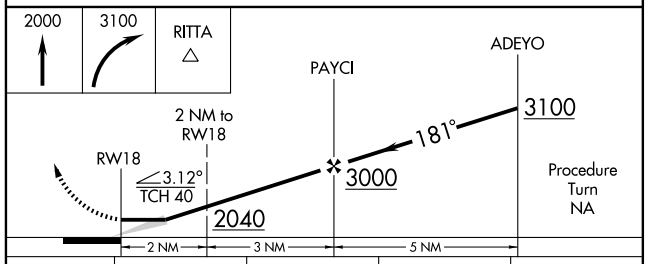
GPS RWY 18
SPENCER MUNI (SPW)

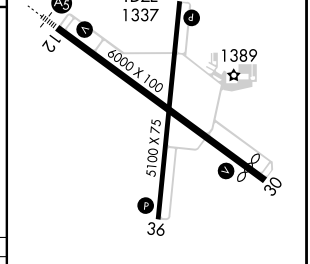
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct RITTA WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1800-1 463 (500-1)		1800-1¼ 463 (500-1¼)	1800-1½ 463 (500-1½)
CIRCLING	1800-1 461 (500-1)		1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

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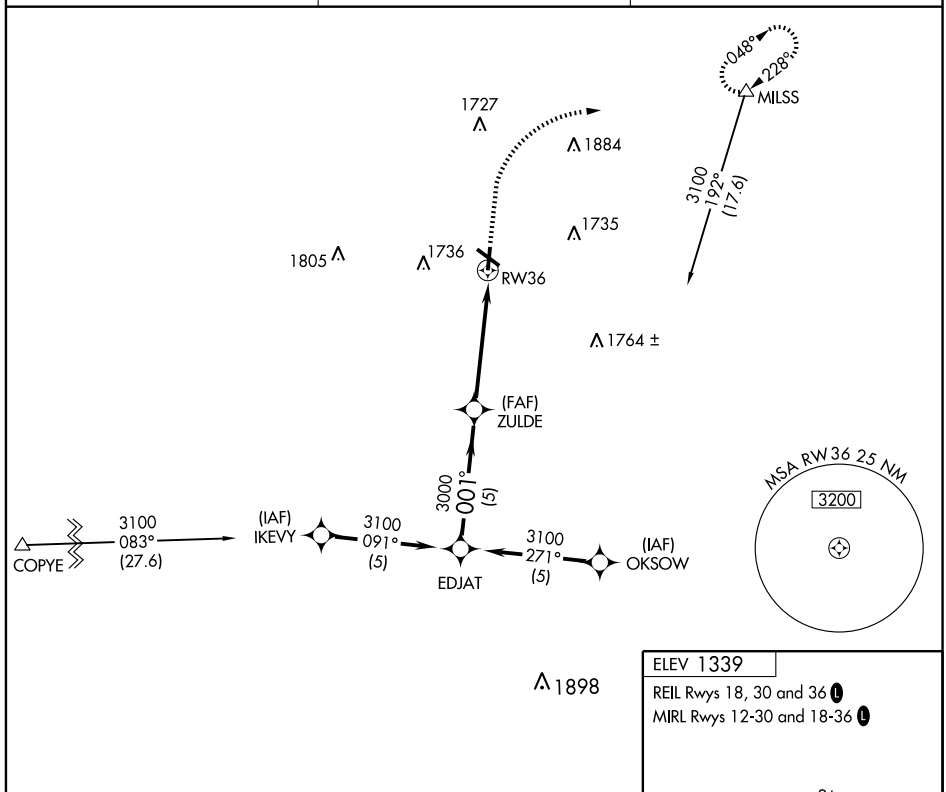
APP CRS	Rwy ldg	5100
001°	TDZE	1337
	Apt Elev	1339

GPS RWY 36
SPENCER MUNI (SPW)

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct MILSS WP and hold.

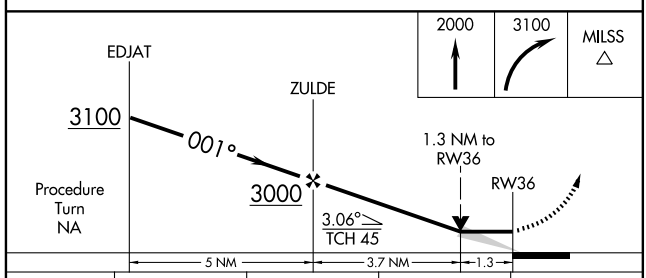
ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L

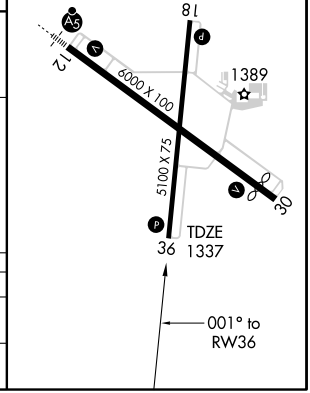


ELEV 1339

REIL Rwys 18, 30 and 36 L

MIRL Rwys 12-30 and 18-36 L





CATEGORY	A	B	C	D
S-36	1800-1 463 (500-1)		1800-1¼ 463 (500-1¼)	1800-1½ 463 (500-1½)
CIRCLING	1800-1 461 (500-1)		1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-SPW	APP CRS	Rwy ldg	6000
110.9	121°	TDZE	1339
		Apt Elev	1339

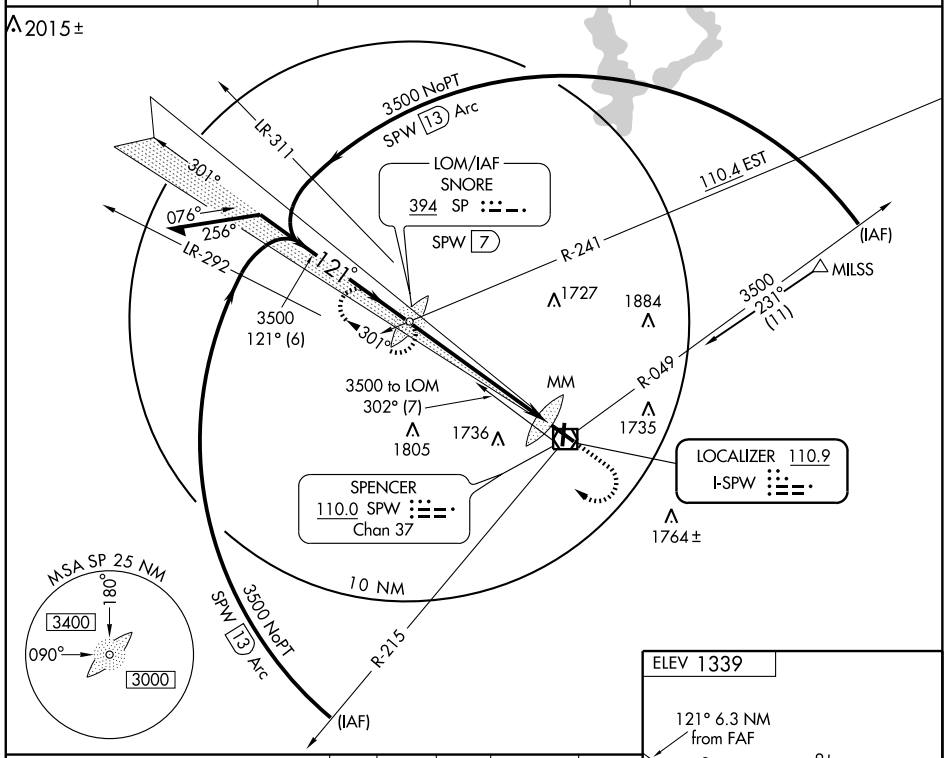
ILS RWY 12
SPENCER MUNI (SPW)

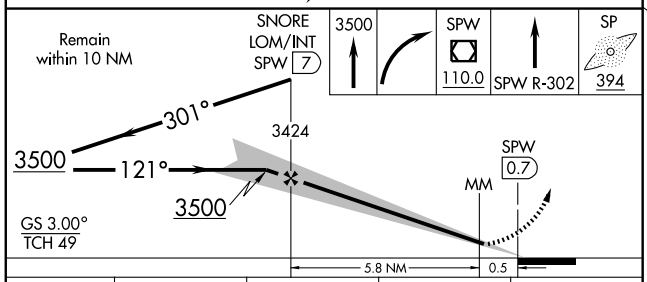
NA

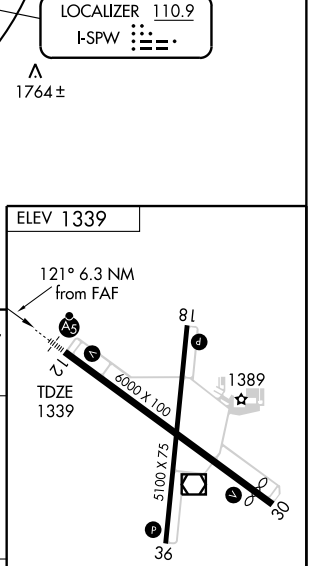
MALSR

MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME, then via SPW R-302 to SNORE LOM/INT/SPW 7 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L







REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-ILS 12	1539-½ 200 (200-½)			
S-LOC 12	1820-½ 481 (500-½)		1820-¾ 481 (500-¾)	1820-1 481 (500-1)
CIRCLING	1820-1 481 (500-1)		1820-1½ 481 (500-1½)	2040-2¼ 701 (800-2¼)

NC-3, 14 JAN 2010 to 11 FEB 2010

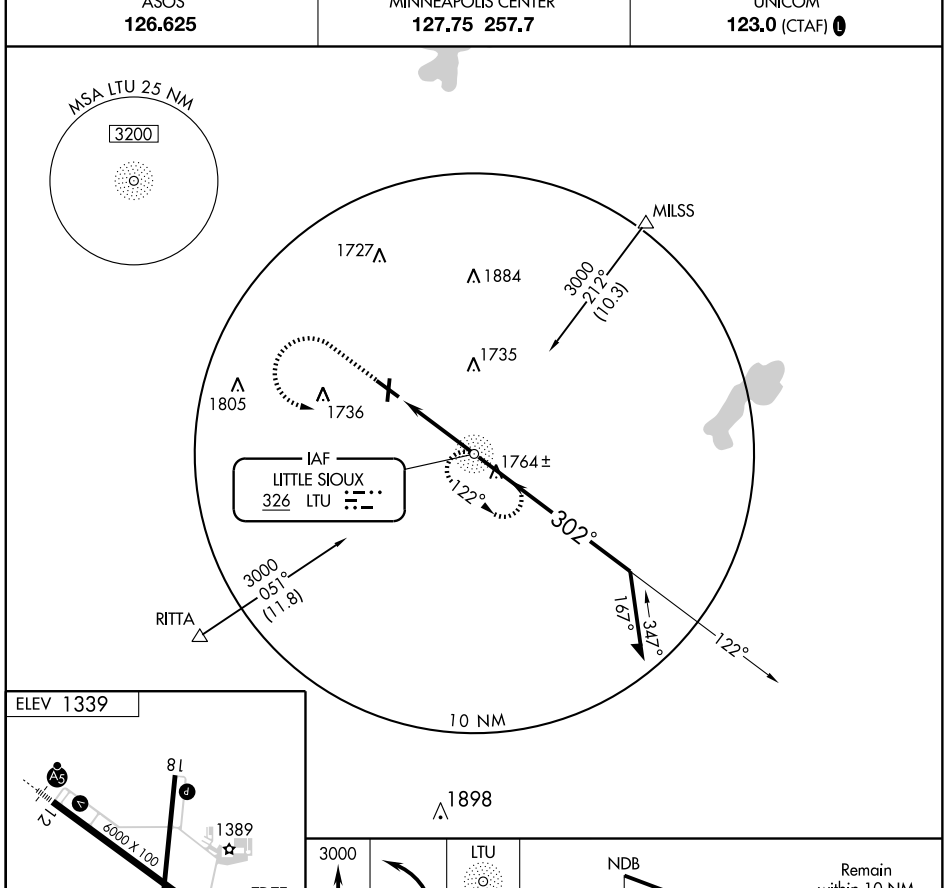
NDB LTU	APP CRS	Rwy ldg	5500
326	302°	TDZE	1337
		Apt Elev	1339

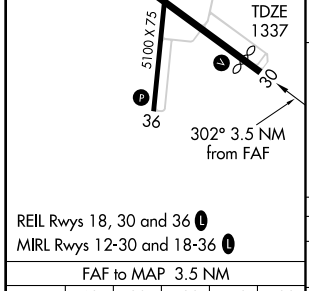
NDB RWY 30
SPENCER MUNI (SPW)

NA

MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.

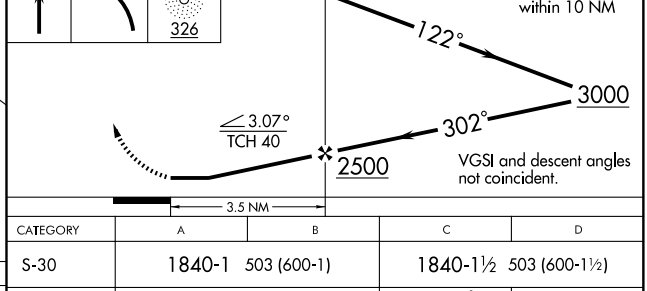
ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L





REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-30	1840-1 503 (600-1)		1840-1½ 503 (600-1½)	
CIRCLING	1840-1 501 (600-1)		1840-1½ 501 (600-1½)	2040-2¼ 701 (800-2¼)

VOR/DME SPW 110.0 Chan 37	APP CRS 127°	Rwy ldg 6000 TDZE 1339 Apt Elev 1339

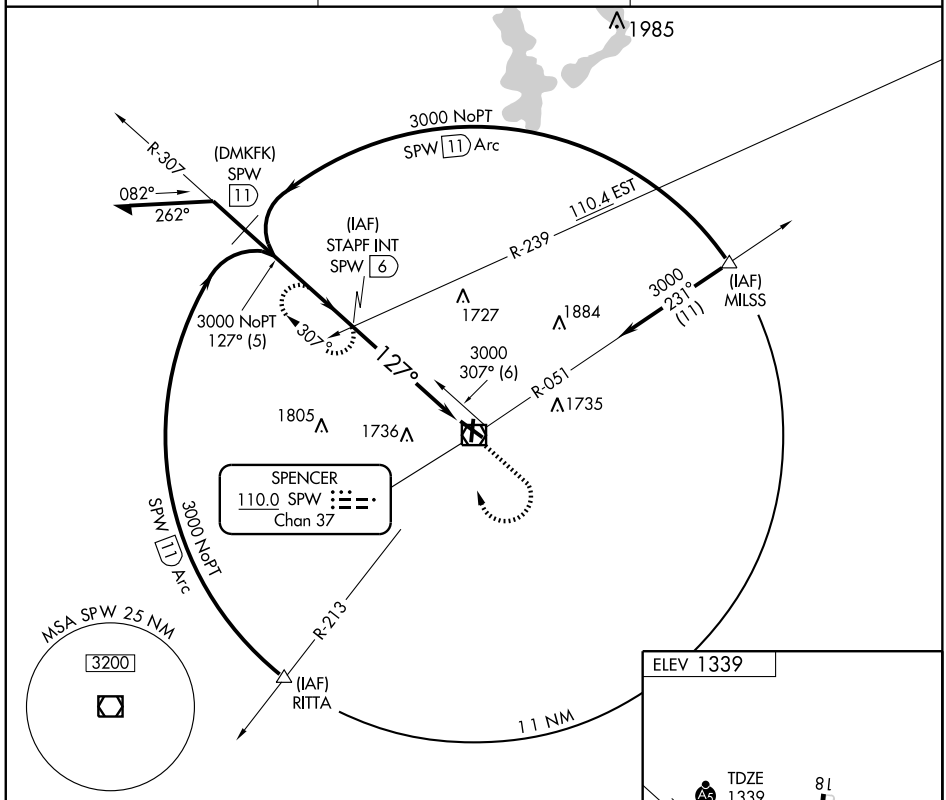
VOR or GPS RWY 12

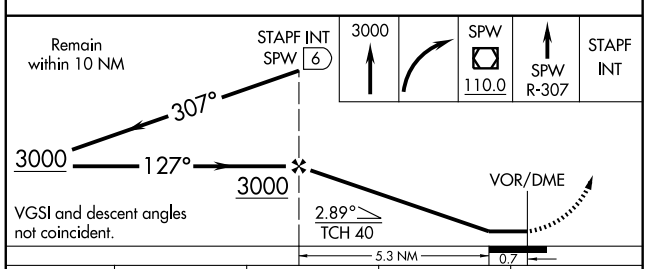
SPENCER MUNI (SPW)

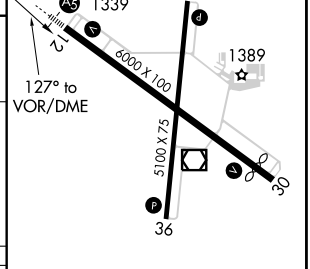
MALSR

MISSED APPROACH: Climb to 3000, then right turn direct SPW VOR/DME, then via SPW R-307 to STAPF INT/SPW 6 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	1800-½ 461 (500-½)		1800-¾ 461 (500-¾)	1800-1 461 (500-1)
CIRCLING	1800-1 461 (500-1)		1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

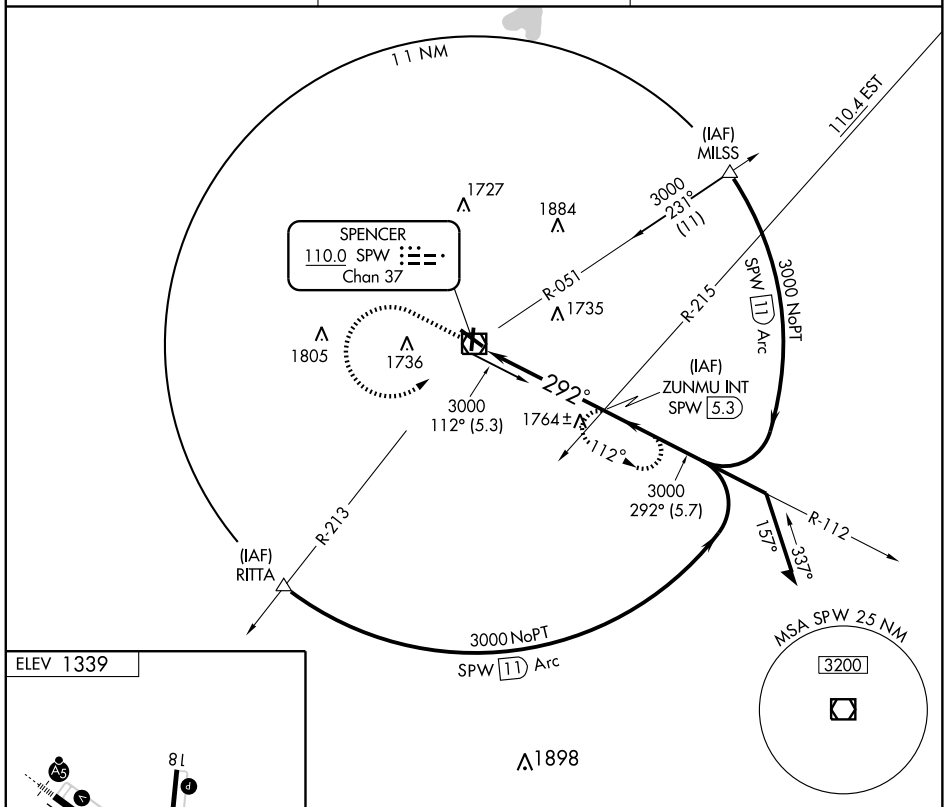
NC-3. 14 JAN 2010 to 11 FEB 2010

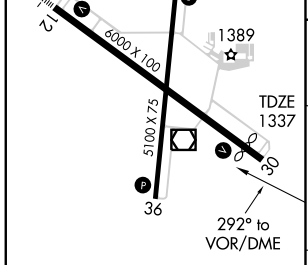
VOR/DME SPW 110.0 Chan 37	APP CRS 292°	Rwy ldg 5500 TDZE 1337 Apt Elev 1339

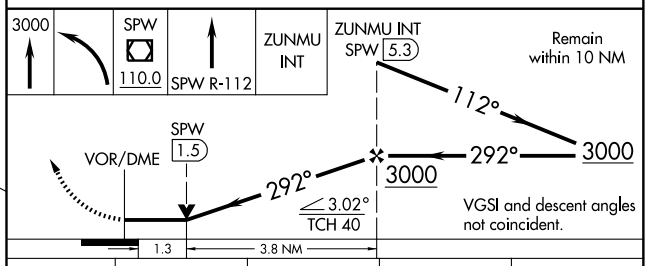
VOR RWY 30
SPENCER MUNI (SPW)

MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then via SPW R-112 to ZUNMU INT/ SPW 5.3 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-30	1780-1 443 (500-1)		1780-1¼ 443 (500-1¼)	1780-1½ 443 (500-1½)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

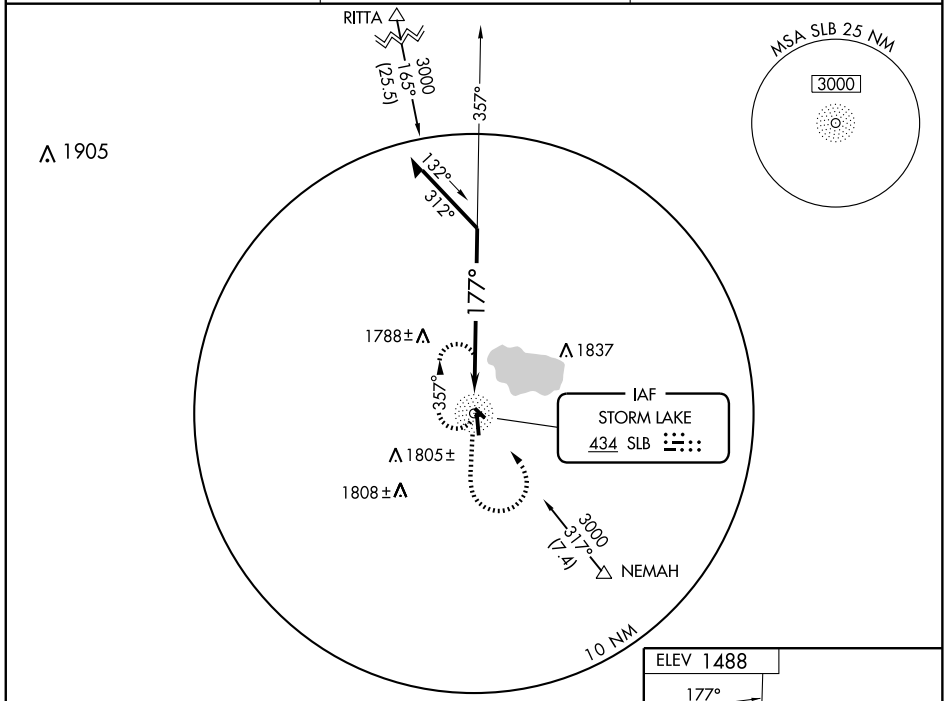
NDB SLB	APP CRS	Rwy ldg	5000
434	177°	TDZE	1484
		Apt Elev	1488

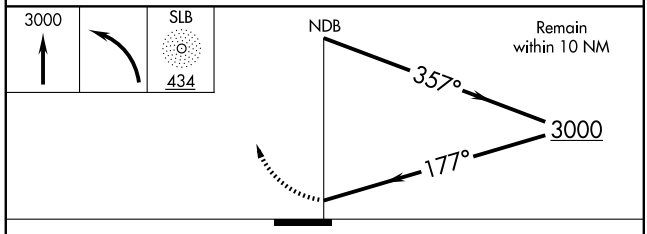
NDB RWY 17
STORM LAKE MUNI (SLB)

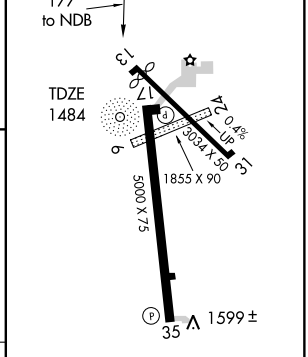
Straight-in minimums NA at night.
Circling to Rwys 17, 6, 31, 24, and 13 NA at night.
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)	NA	
CIRCLING	2200-1	712 (800-1)	NA	

REIL Rwy 17 L
MIRL Rwys 13-31 and 17-35 L

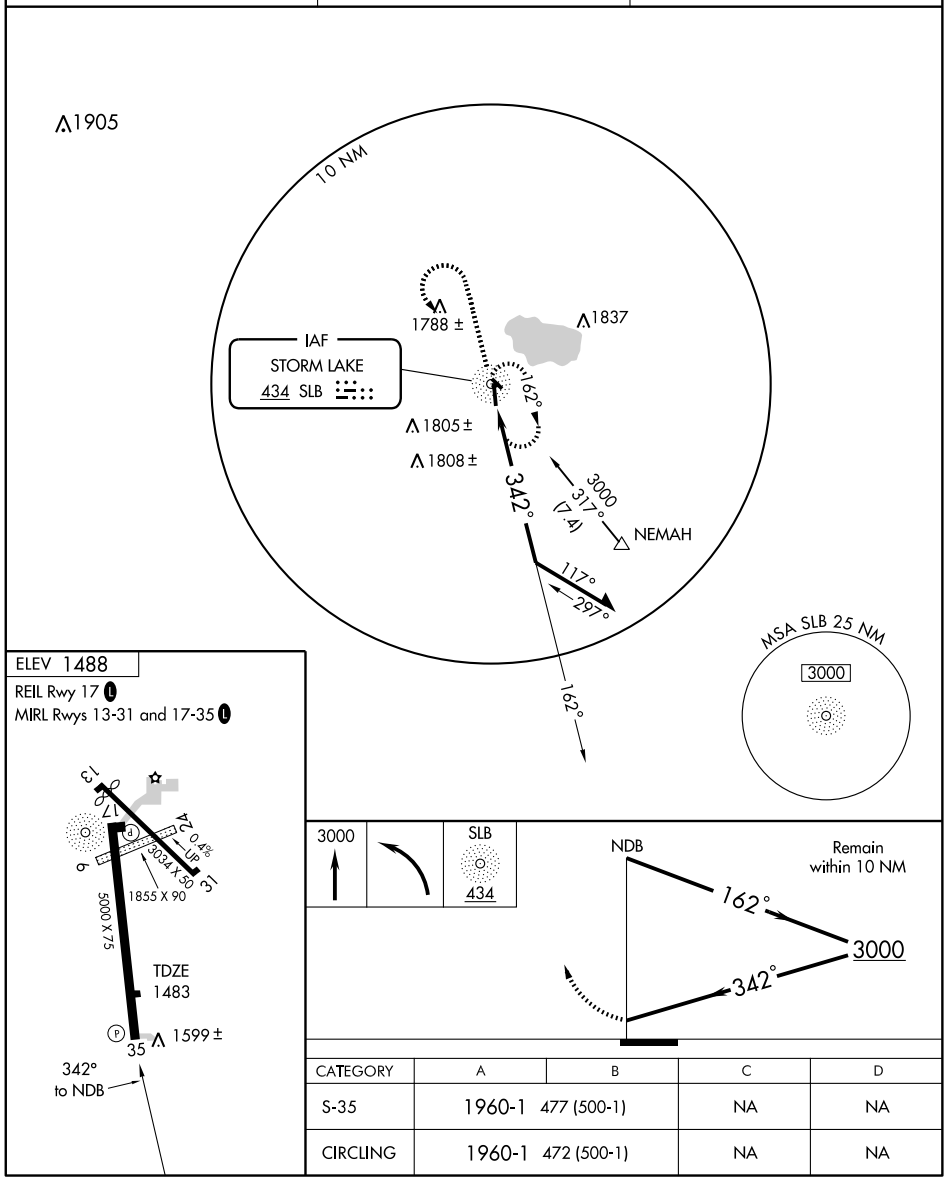
NC-3, 14 JAN 2010 to 11 FEB 2010

NDB SLB 434	APP CRS 342°	Rwy ldg 5000 TDZE 1483 Apt Elev 1488

NDB RWY 35
STORM LAKE MUNI (SLB)

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-35	1960-1 477 (500-1)		NA	NA
CIRCLING	1960-1 472 (500-1)		NA	NA

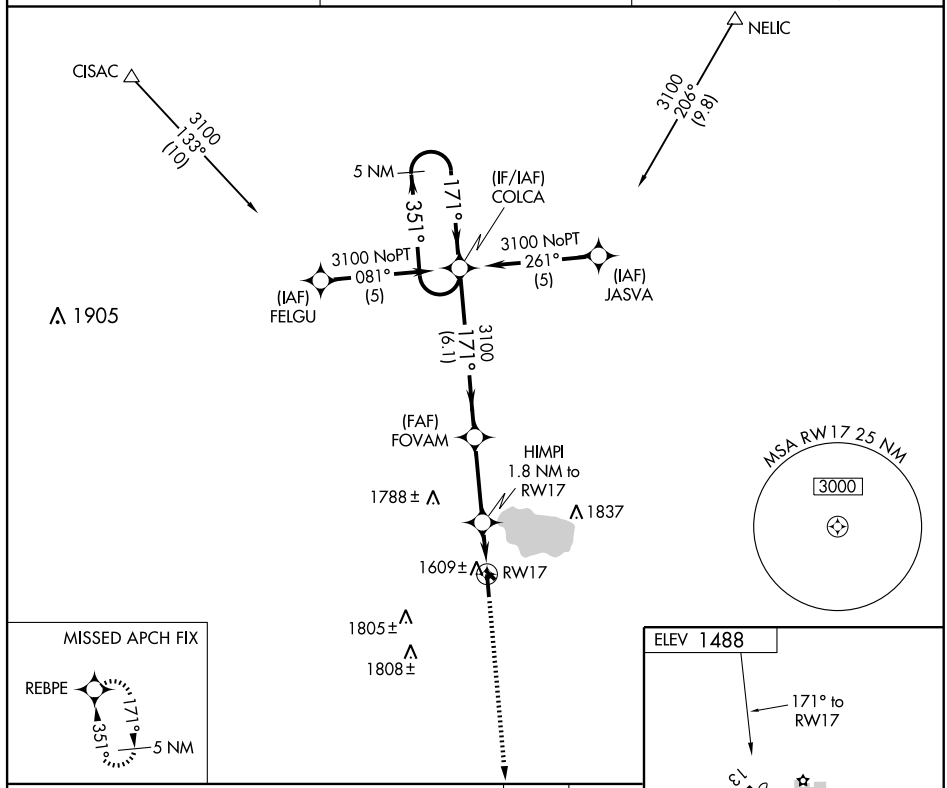
APP CRS	Rwy ldg	5000
171°	TDZE	1484
	Apt Elev	1488

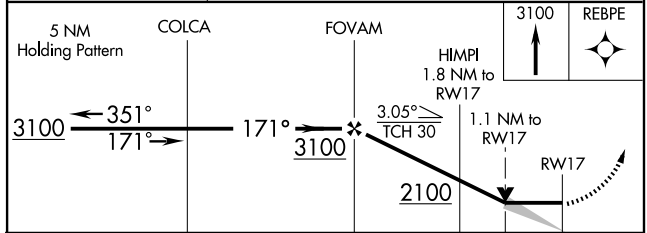
RNAV (GPS) RWY 17
STORM LAKE MUNI (SLB)

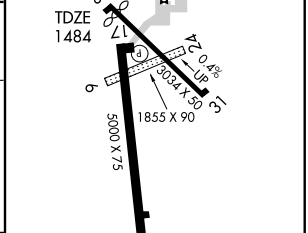
DME/DME RNP- 0.3 NA. If local altimeter setting not received; use Spencer Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Spencer Muni altimeter setting. Straight-in minimums NA at night. Circling to Rwys 17, 6, 31, 24 and 13 NA at night.

MISSED APPROACH: Climb to 3100 direct REBPE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1860-1	376 (400-1)	NA	
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)	NA	

REIL Rwy 17 L
MIRL Rwys 13-31 and 17-35 L

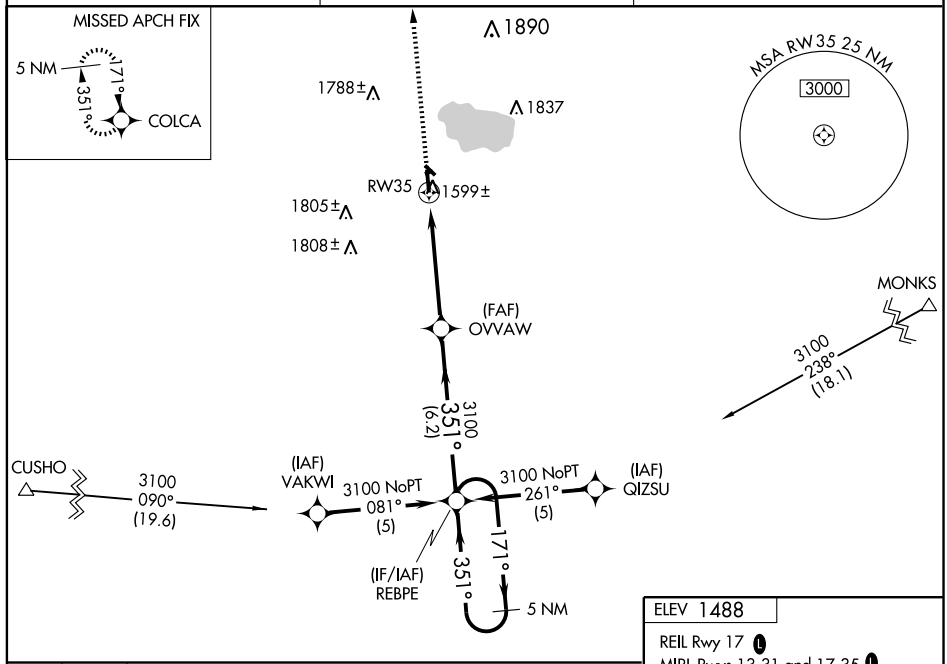
WAAS CH 86600 W35A	APP CRS 351°	Rwy ldg 5000 TDZE 1484 Apt Elev 1488

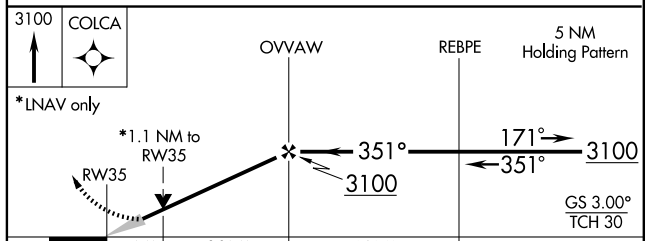
RNAV (GPS) RWY 35
STORM LAKE MUNI (SLB)

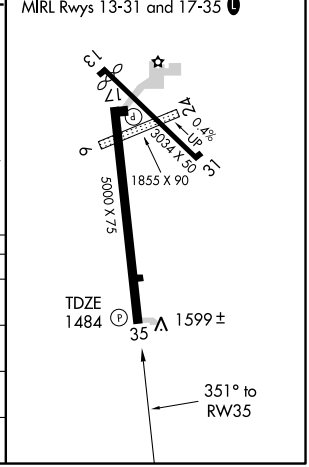
DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F).
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all DAs/ MDAs 100 feet.
VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct COLCA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1734-1 250 (300-1)		NA	
LNAV/VNAV DA	1869-1½ 385 (400-1½)		NA	
LNAV MDA	1860-1 376 (400-1)		NA	
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)	NA	

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3000
108°	TDZE	840
	Apt Elev	840

GPS RWY 11

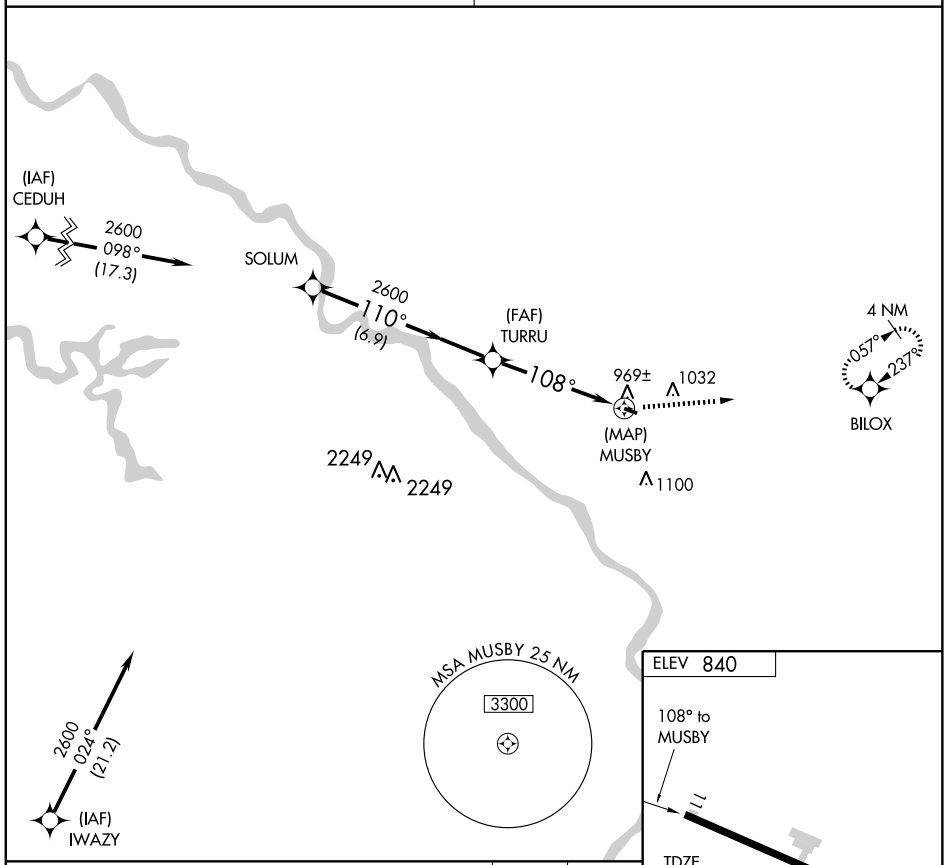
TIPTON/MATHEWS MEMORIAL (8C4)

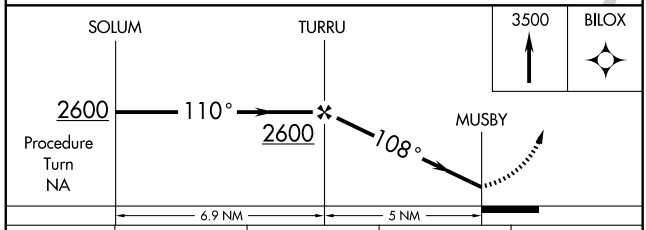
Use Cedar Rapids altimeter setting.

NA

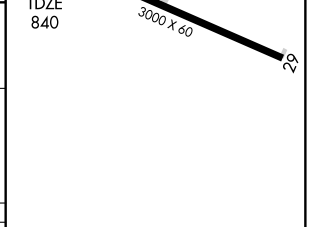
MISSED APPROACH: Climb to 3500 direct to BILOX WP and hold.

CEDAR RAPIDS APP CON ★	CTAF
119.7 266.8	122.9





CATEGORY	A	B	C	D
S-11	1300-1	460 (500-1)	NA	
CIRCLING	1440-1 600 (600-1)	1460-1 620 (700-1)	NA	



MIRL Rwy 11-29

VOR/DME CID	APP CRS	Rwy ldg	3000
114.1	099°	TDZE	840
Chan 88		Apt Elev	840

VOR RWY 11

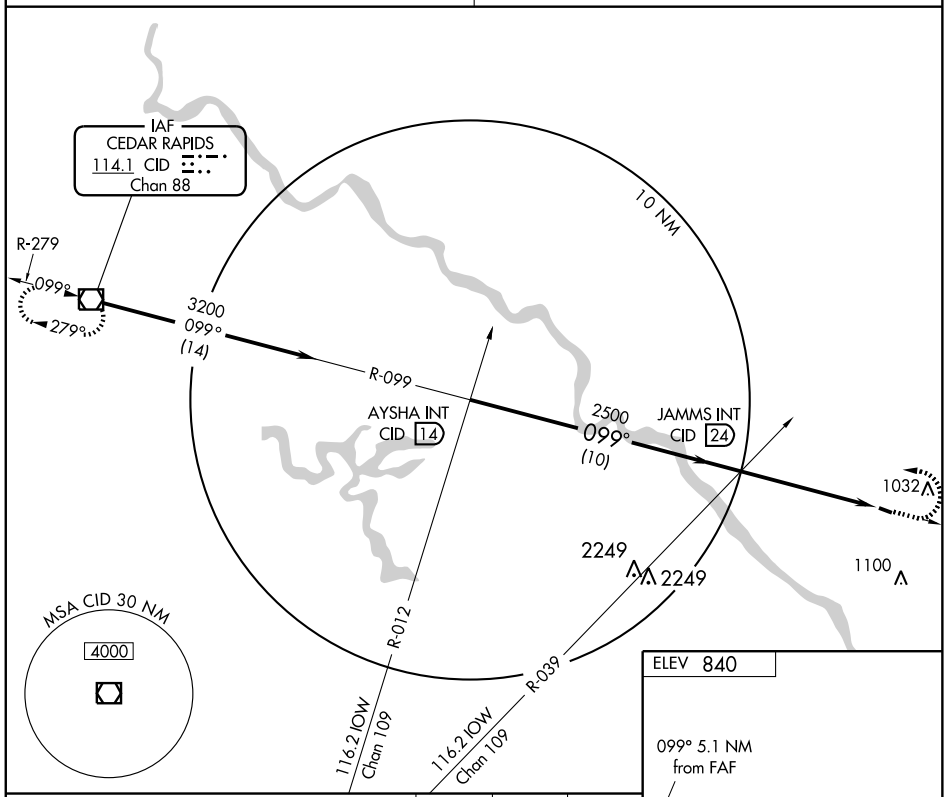
TIPTON/MATHEWS MEMORIAL (8C4)

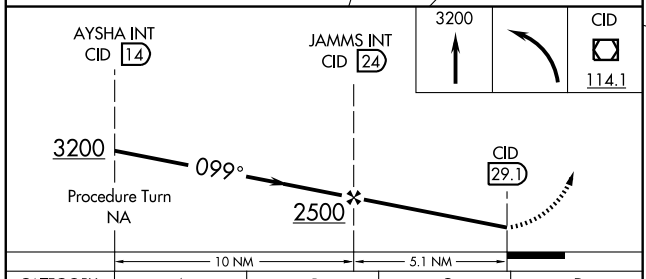
Use Cedar Rapids altimeter setting.

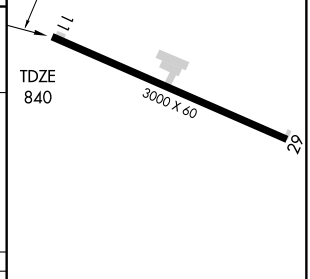
NA

MISSED APPROACH: Climb to 3200, then left turn direct CID VOR/DME and hold.

CEDAR RAPIDS APP CON ★	CTAF
119.7 266.8	122.9







CATEGORY	A	B	C	D
S-11	1300-1 460 (500-1)	1300-1¼ 460 (500-1¼)	NA	
CIRCLING	1440-1 600 (600-1)	1460-1¼ 620 (700-1¼)	NA	

MIRL Rwy 11-29

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4000
094°	TDZE	838
	Apt Elev	845

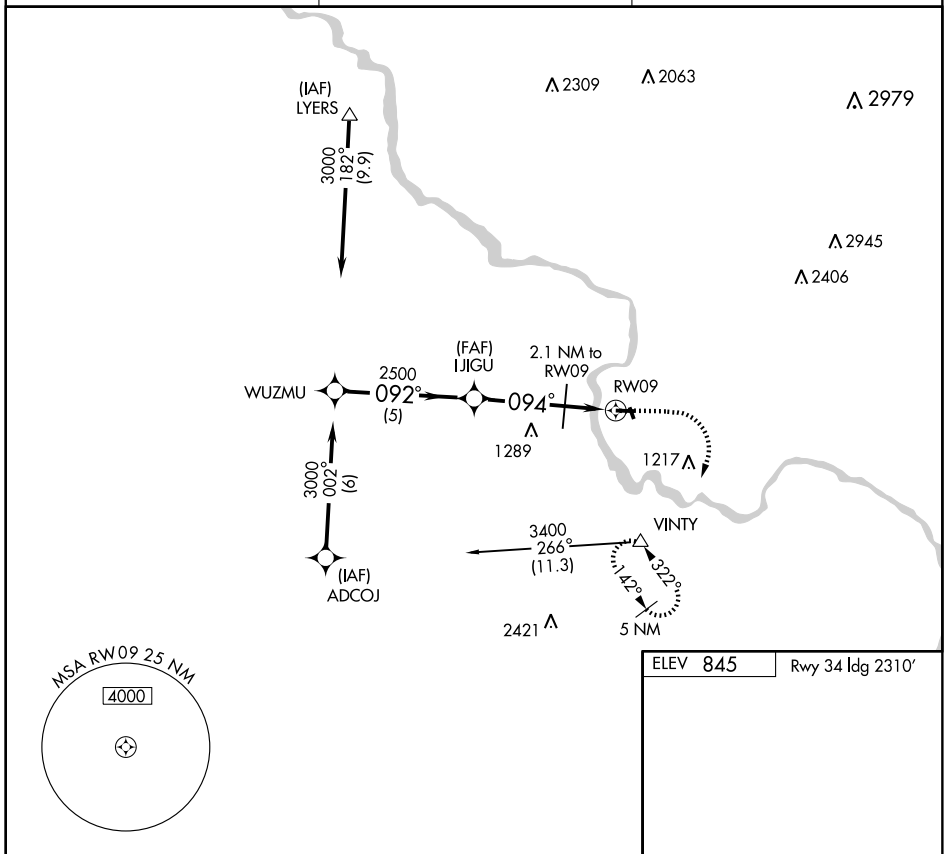
GPS RWY 9
VINTON VETERANS MEMORIAL AIRPARK (VTI)

NA

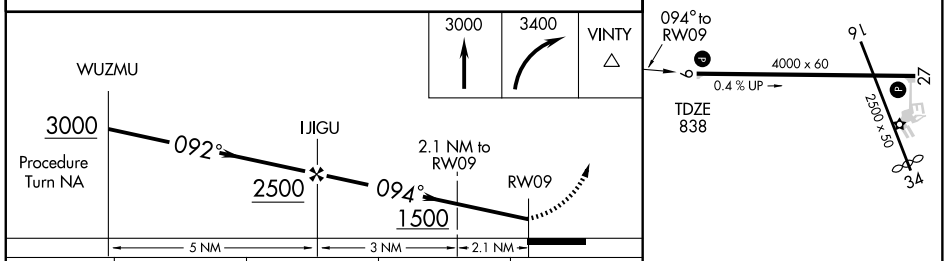
Use Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3400 direct VINTY WP and hold.

AWOS-3	CEDAR RAPIDS APP CON ★	UNICOM
120.075	134.05 266.8	122.8 (CTAF) L



ELEV 845	Rwy 34 ldg 2310′



CATEGORY	A	B	C	D
S-9	1300-1 462 (500-1)		NA	
CIRCLING	1380-1 535 (600-1)		NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

APP CRS	Rwy ldg	4000
271°	TDZE	838
	Apt Elev	845

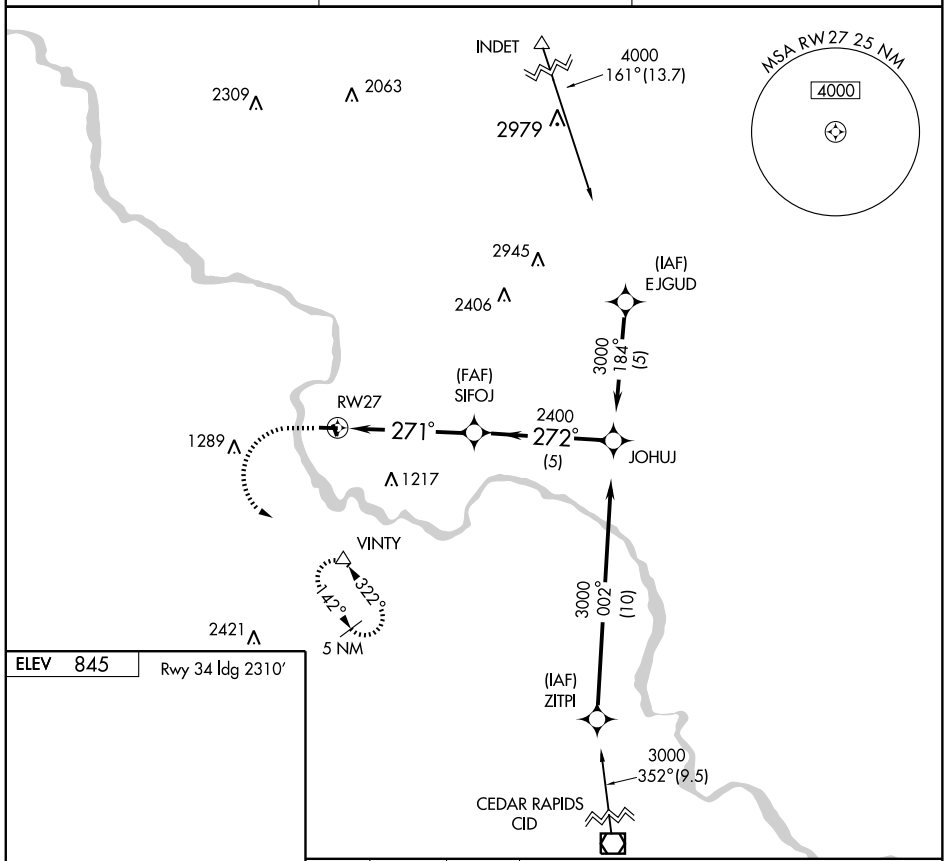
GPS RWY 27
VINTON VETERANS MEMORIAL AIRPORT (VTI)

NA

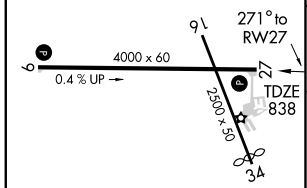
Use Cedar Rapids altimeter setting.

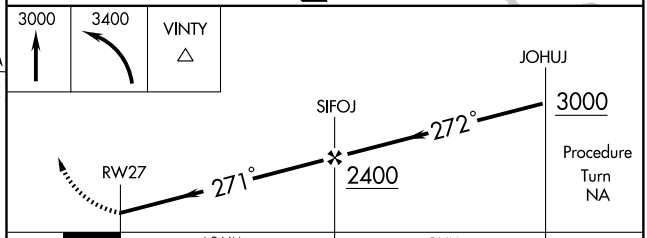
MISSED APPROACH: Climb to 3000, then climbing left turn to 3400 direct VINTY WP and hold.

AWOS-3	CEDAR RAPIDS APP CON ★	UNICOM
120.075	134.05 266.8	122.8 (CTAF) L



ELEV 845 Rwy 34 ldg 2310′





CATEGORY	A	B	C	D
S-27	1340-1	502 (500-1)	NA	
CIRCLING	1380-1	535 (600-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

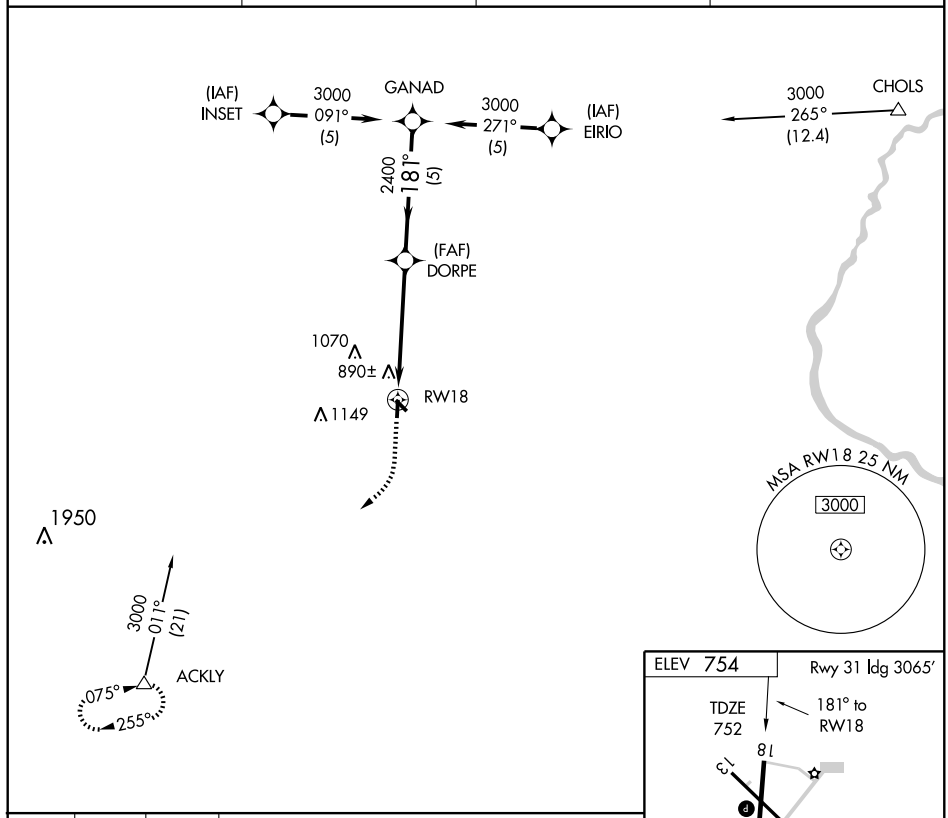
APP CRS	Rwy ldg	4000
181°	TDZE	752
	Apt Elev	754

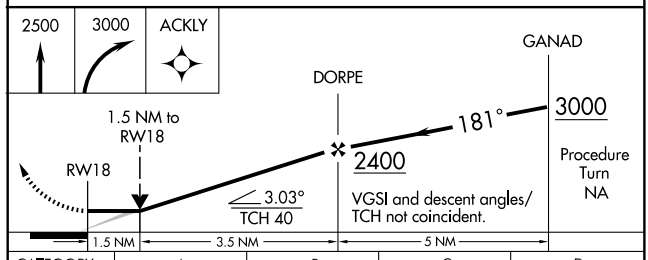
GPS RWY 18
WASHINGTON MUNI (AWG)

NA

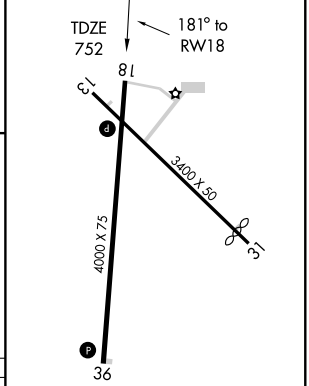
MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct ACKLY WP and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-18	1260-1 508 (600-1)		1260-1½ 508 (600-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA



REIL Rwys 18 and 36 L
MIRL Rwys 13-31 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

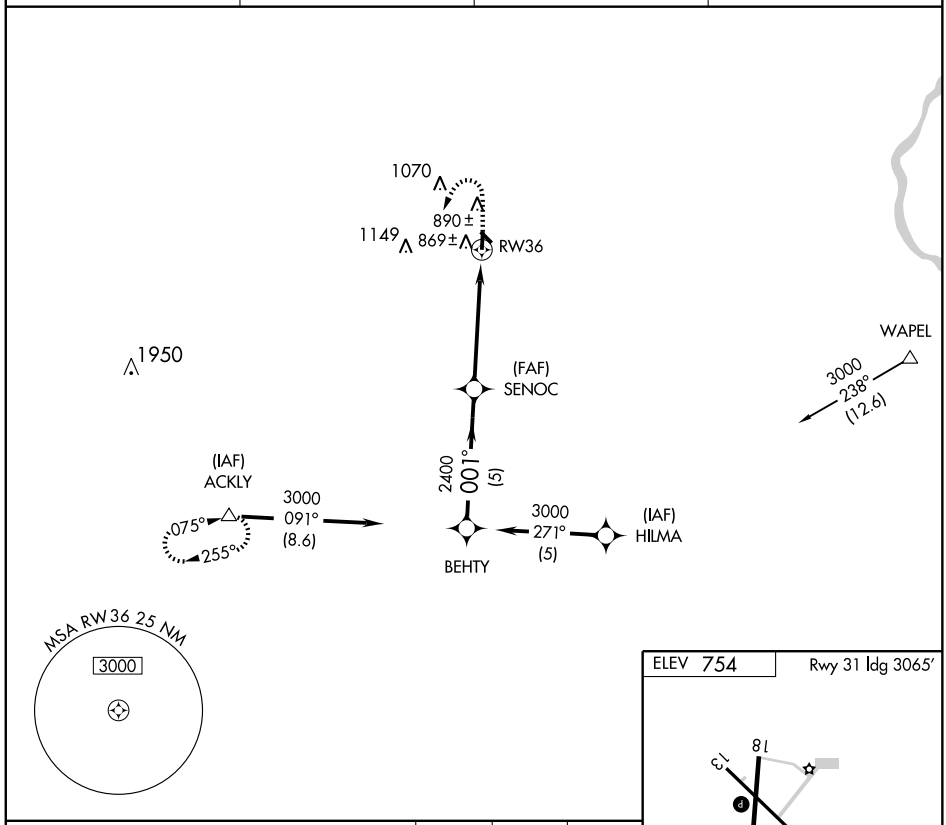
APP CRS	Rwy ldg	4000
001°	TDZE	752
	Apt Elev	754

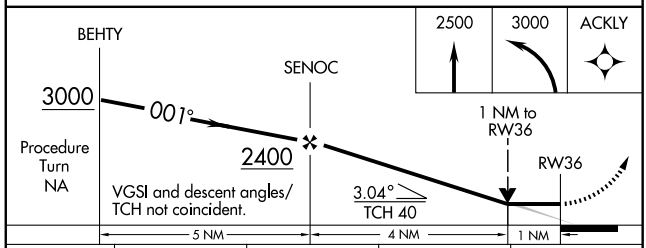
GPS RWY 36
WASHINGTON MUNI (AWG)

NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ACKLY WP and hold.

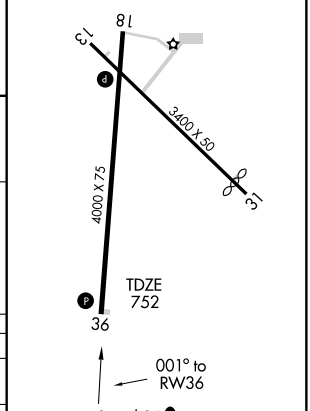
AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-36	1120-1 368 (400-1)			NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

ELEV 754 Rwy 31 ldg 3065'



REIL Rwys 18 and 36 L
MIRL Rwys 13-31 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

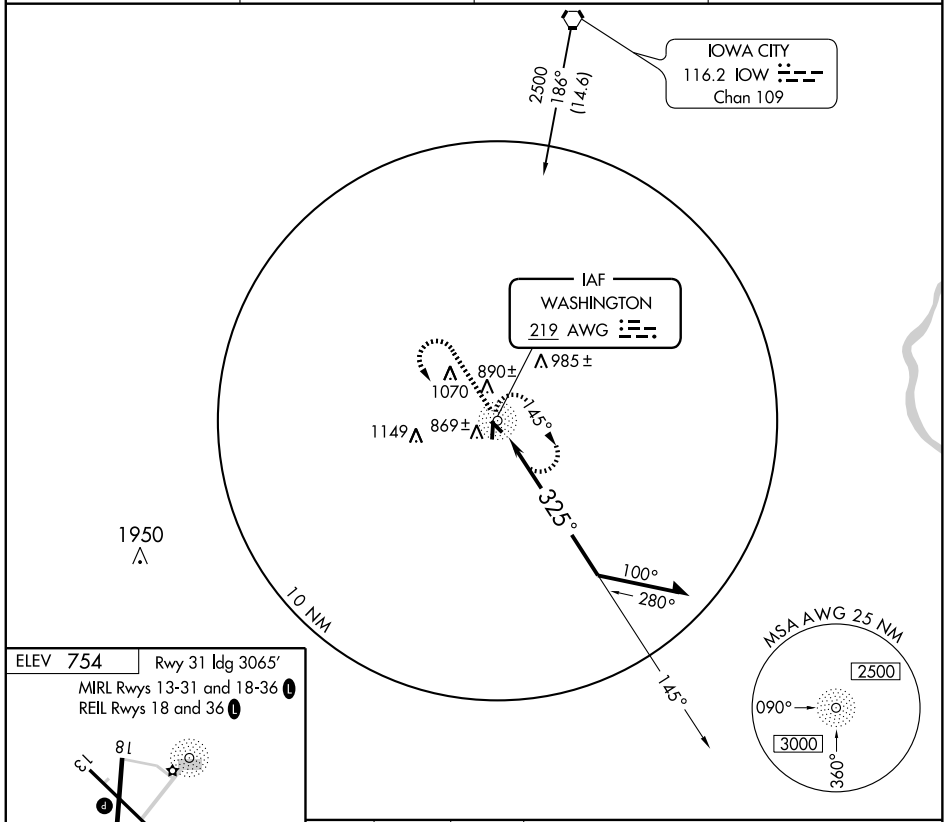
NDB AWG	APP CRS	Rwy ldg / TDZE / Apt Elev
219	325°	3065 / 754 / 754

NDB RWY 31
WASHINGTON MUNI (AWG)

NA

MISSED APPROACH: Climb to 2500 then left turn direct AWG NDB and hold.

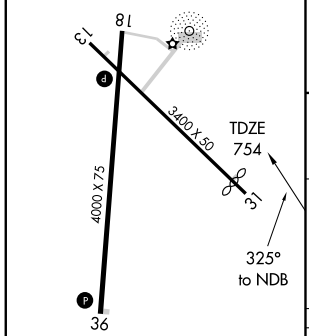
AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L

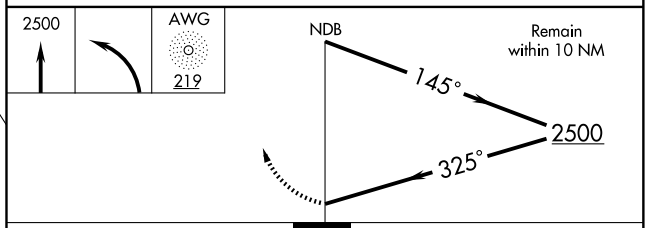


ELEV 754 Rwy 31 ldg 3065'

MIRL Rwys 13-31 and 18-36 L

REIL Rwys 18 and 36 L





CATEGORY	A	B	C	D
S-31	1220-1 466 (500-1)		1220-1¼ 466 (500-1¼)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

WASHINGTON, IOWA

AL-6289 (FAA)

VORTAC IOW 116.2 Chan 109	APP CRS 310°	Rwy ldg 3065 TDZE 754 Apt Elev 754

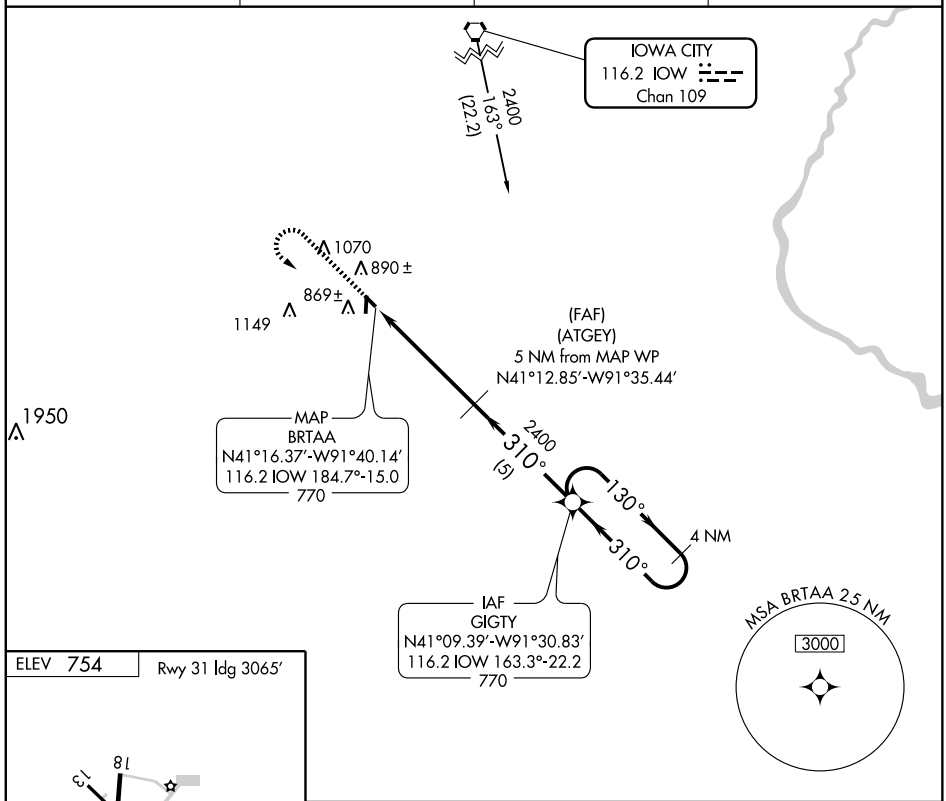
VOR/DME RNAV or GPS RWY 31

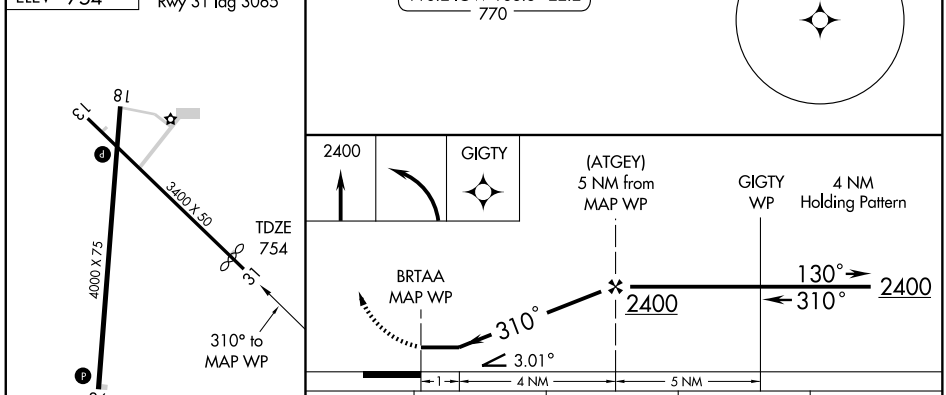
WASHINGTON MUNI (AWG)

NA

MISSED APPROACH: Climb to 2400 then left turn direct GIGTY WP and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-31	1120-1 366 (400-1)			NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

REIL Rwys 18 and 36 L
MIRL Rwys 13-31 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

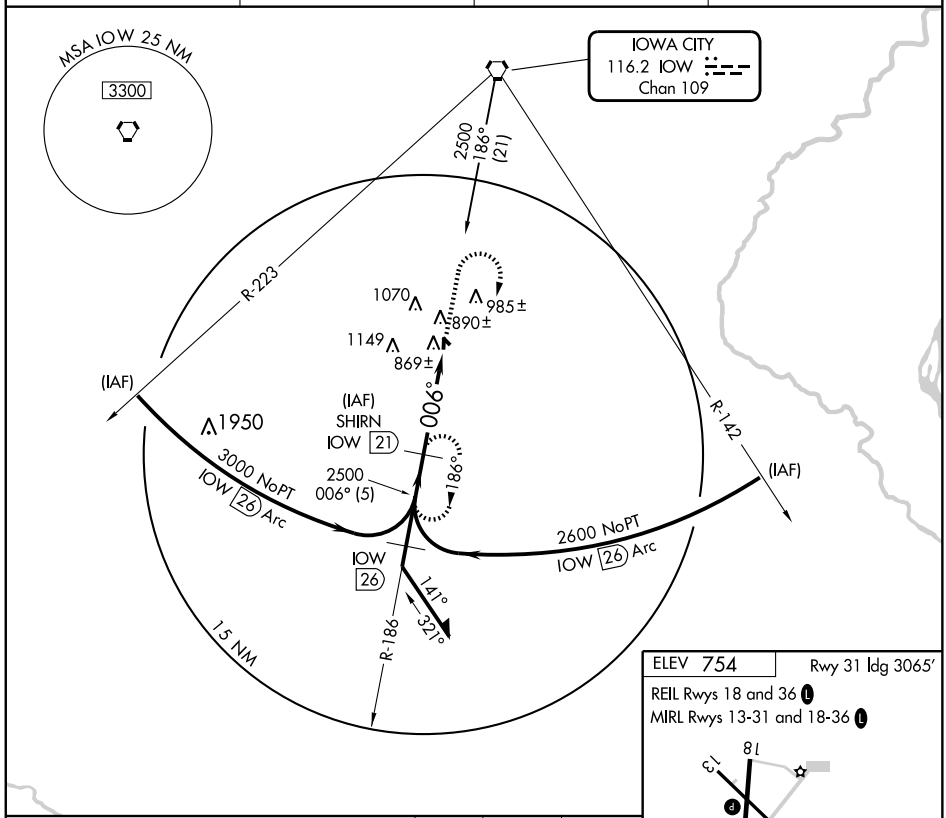
VORTAC IOW	APP CRS	Rwy ldg	4000
116.2	006°	TDZE	752
Chan 109		Apt Elev	754

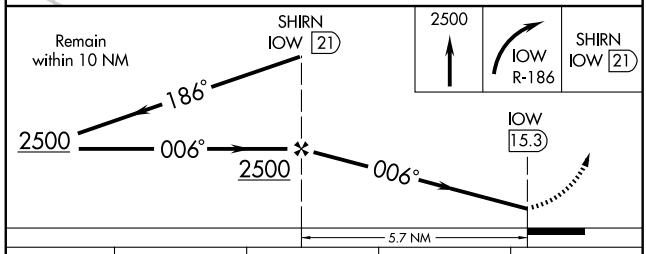
VOR/DME RWY 36
WASHINGTON MUNI (AWG)

NA

MISSED APPROACH: Climb to 2500 then right turn via IOW R-186 to SHIRN 21 DME and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L



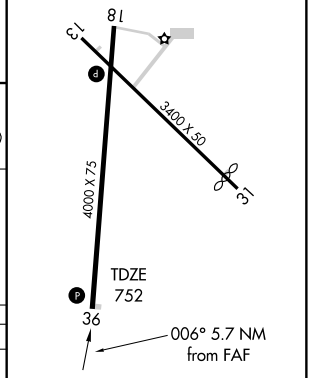


CATEGORY	A	B	C	D
S-36	1120-1 368 (400-1)		1120-1¼ 368 (400-1¼)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

ELEV 754 Rwy 31 ldg 3065'

REIL Rwys 18 and 36 L

MIRL Rwys 13-31 and 18-36 L

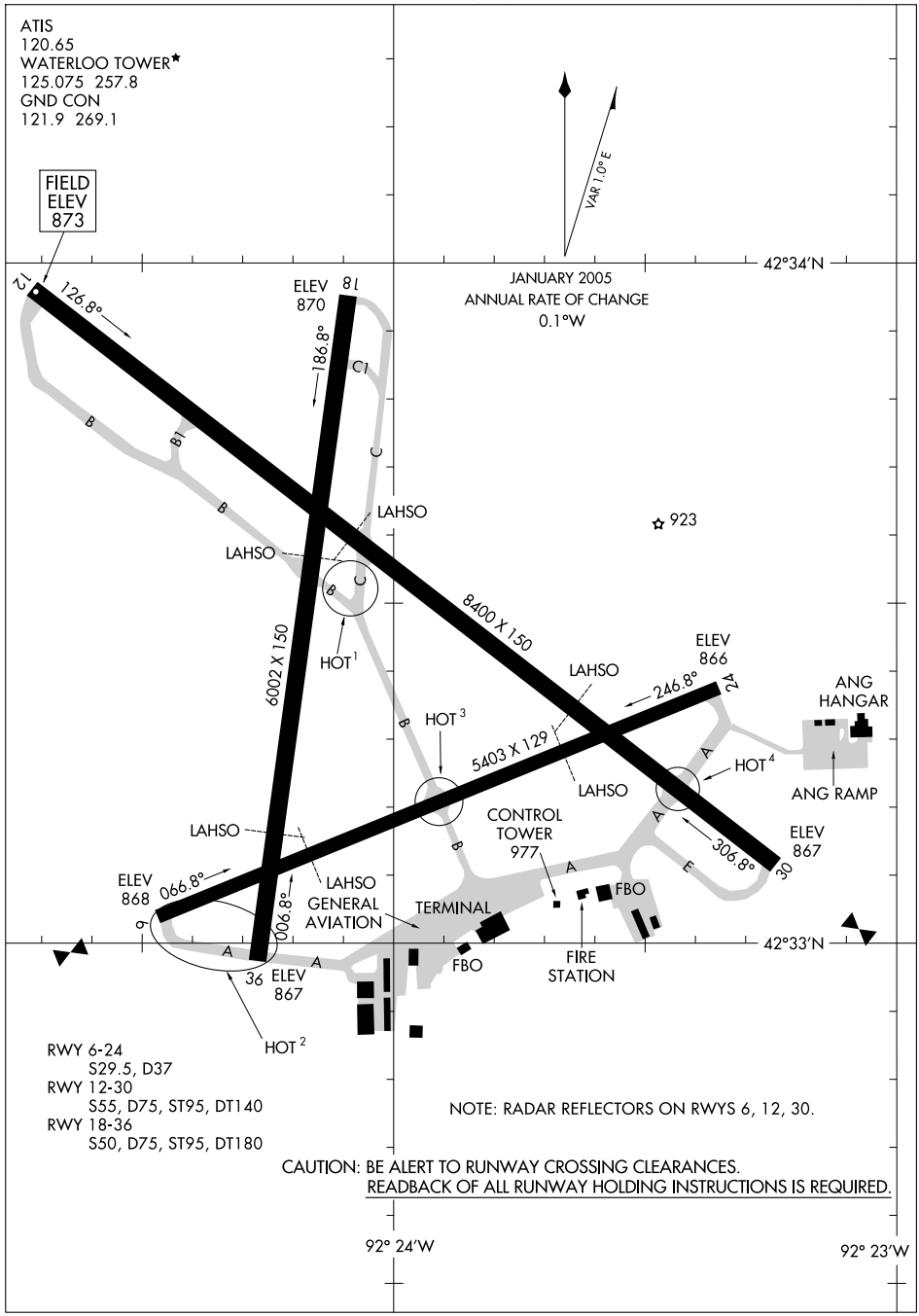


NC-3, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (ALO)
WATERLOO, IOWA



RWY 6-24
S29.5, D37
RWY 12-30
S55, D75, ST95, DT140
RWY 18-36
S50, D75, ST95, DT180

NOTE: RADAR REFLECTORS ON RWYS 6, 12, 30.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC/DME I-ALO	APP CRS	Rwy ldg	8400
111.7	125°	TDZE	873
Chan 54		Apt Elev	873

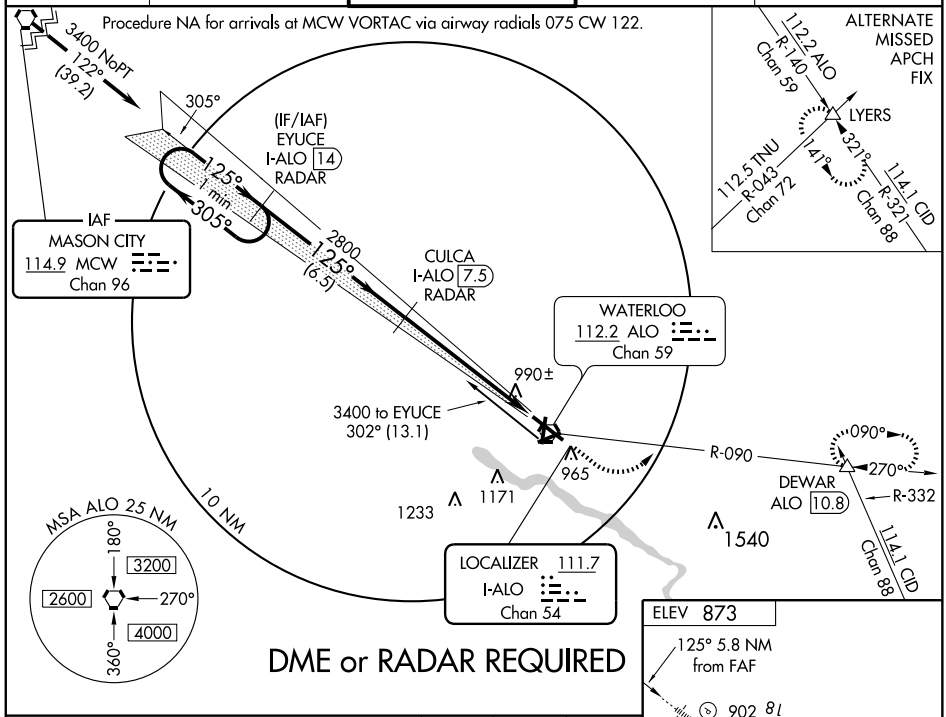
ILS or LOC RWY 12
WATERLOO RGNL (ALO)

For inoperative MALSR when using Oelwin Muni altimeter setting, increase S-ILS all Cats visibility to RVR 5000. DME or RADAR required ** RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC Cat C visibility to RVR 5000 and circling Cat C/D visibility ¼ mile. VDP NA when using Oelwin Muni altimeter setting.

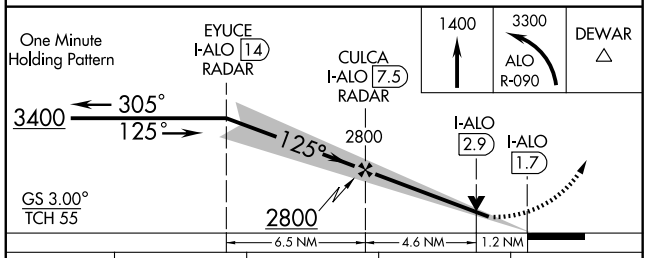
MALSR

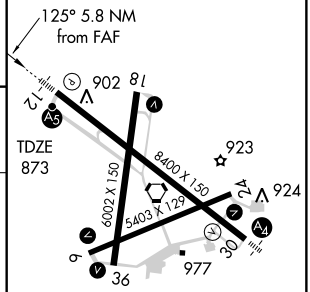
MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via ALO VORTAC R-090 to DEWAR Int and hold.

ATIS	WATERLOO APP CON *	WATERLOO TOWER *	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



DME or RADAR REQUIRED





MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

CATEGORY	A	B	C	D
S-ILS 12	**1073/24 200 (200-½)			
S-LOC 12	1300/24 427 (500-½)		1300/40 427 (500-¾)	1300/50 427 (500-1)
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ALO 111.7 Chan 54	APP CRS 305°	Rwy ldg 8400 TDZE 867 Apt Elev 873

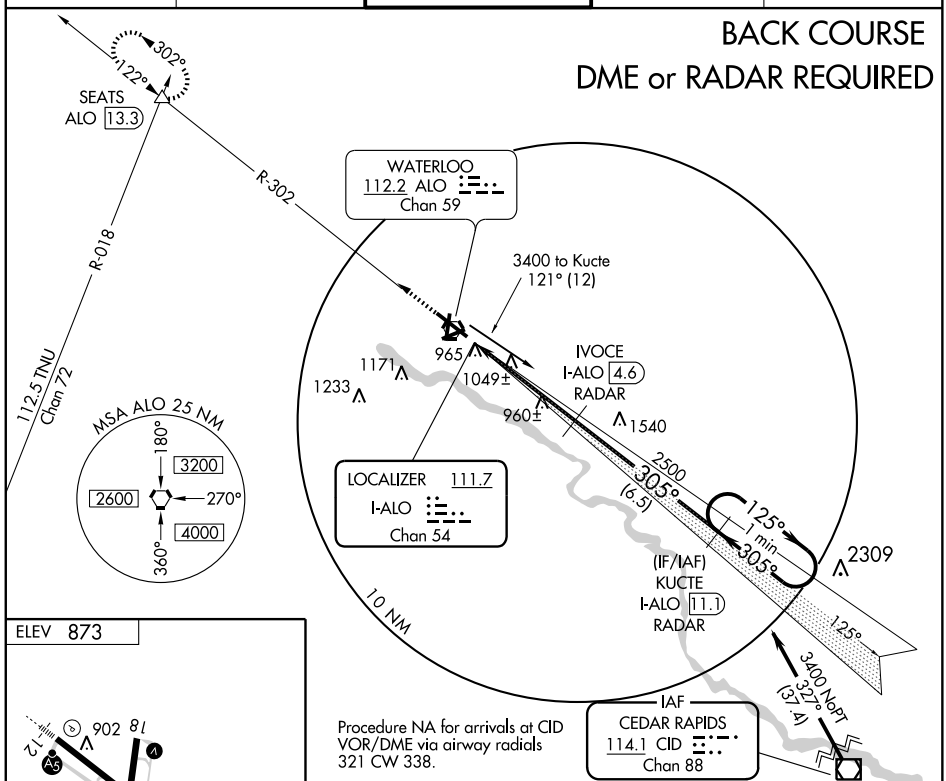
LOC BC RWY 30
WATERLOO RGNL (ALO)

Inoperative table does not apply to S-30 Cat C. DME or RADAR required.
When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all MDA 80 feet. Increase all Cat C/D visibilities ¼ mile. When control tower closed, radar not available.

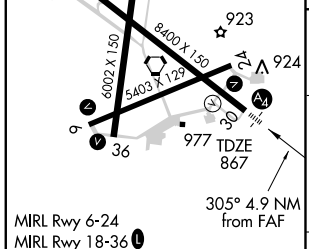
MALS

MISSED APPROACH: Climb to 3500 via ALO VORTAC R-302 to SEATS Int and hold.

ATIS	WATERLOO APP CON★	WATERLOO TOWER★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95

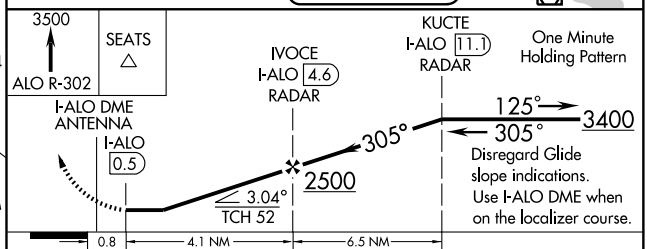


ELEV 873



MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-30	1300-¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)

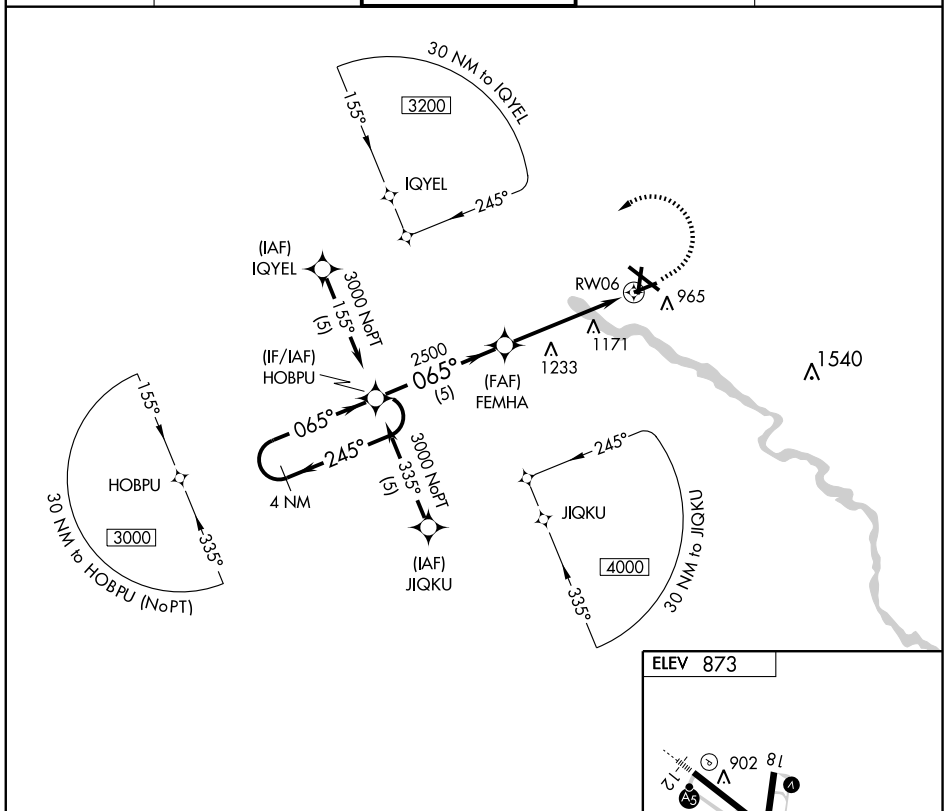
APP CRS	Rwy ldg	5403
065°	TDZE	868
	Apt Elev	873

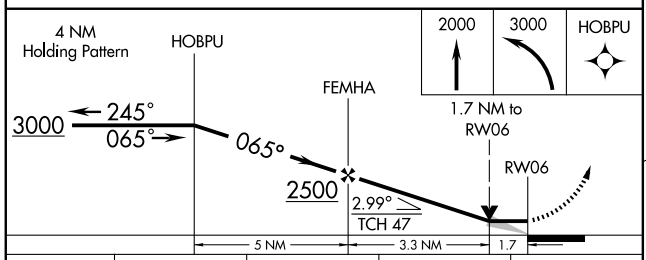
RNAV (GPS) RWY 6
WATERLOO RGNL (ALO)

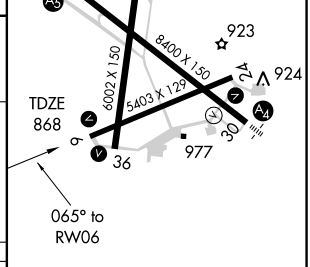
When control tower closed, straight-in minimums not authorized at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
LNAV MDA	1440-1 572 (600-1)		1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1 567 (600-1)		1440-1½ 567 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 72801 W12A	APP CRS 125°	Rwy ldg 8400 TDZE 873 Apt Elev 873

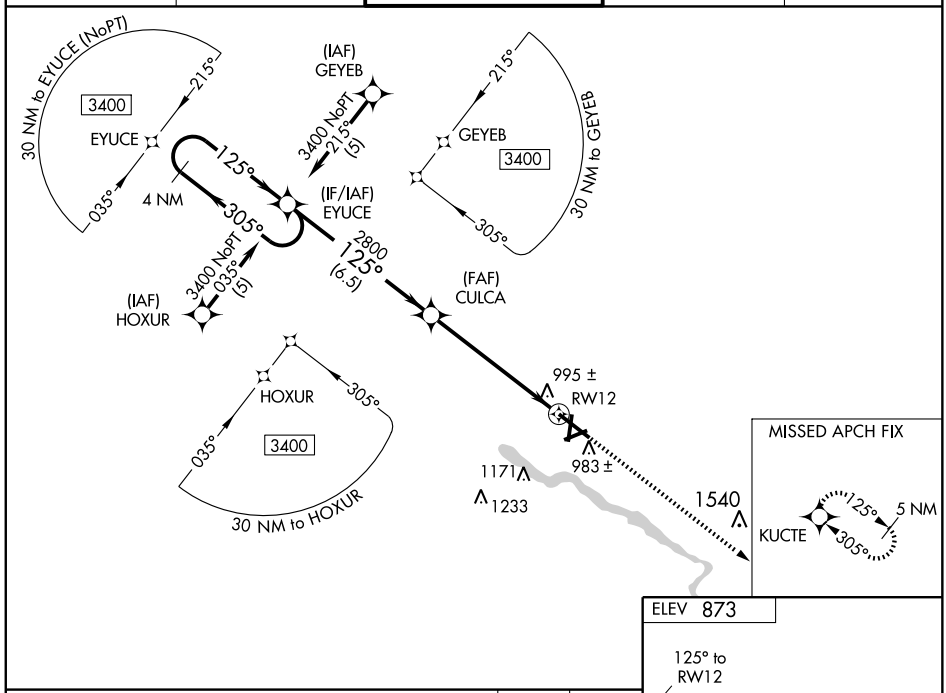
RNAV (GPS) RWY 12
WATERLOO RGNL (ALO)

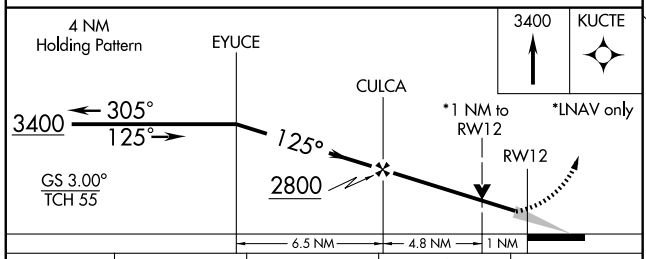
For inoperative MALSR, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4F°) or above 47C (117F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80'.
Baro-VNAV and VDP NA when using Independence altimeter setting.

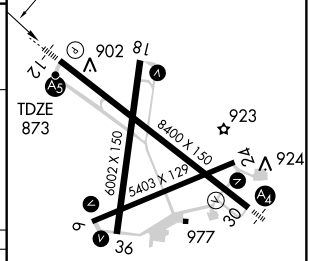
MALSR

MISSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS	WATERLOO APP CON★	WATERLOO TOWER★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
LPV DA	1123/24 250 (300-½)			
LNAV/ VNAV DA	1273/40 400 (400-¾)			
LNAV MDA	1260/24 387 (400-½)			1260/50 387 (400-1)
CIRCLING	1380-1¼ 507 (600-1¼)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	6002
185°	TDZE	870
	Apt Elev	873

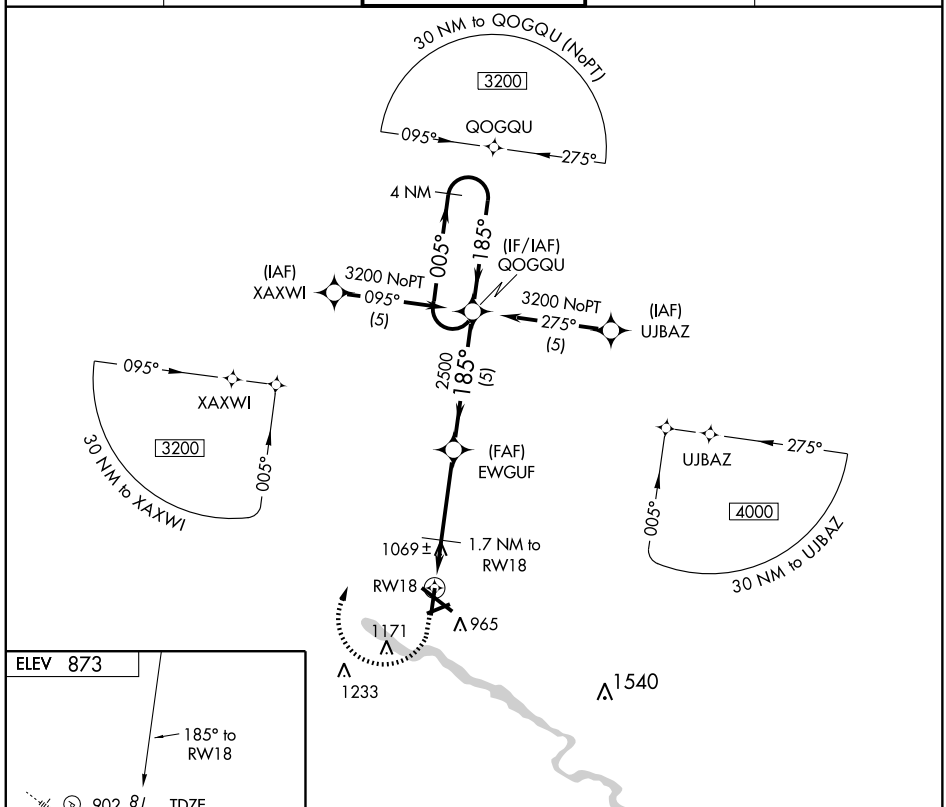
RNAV (GPS) RWY 18
WATERLOO RGNL (ALO)

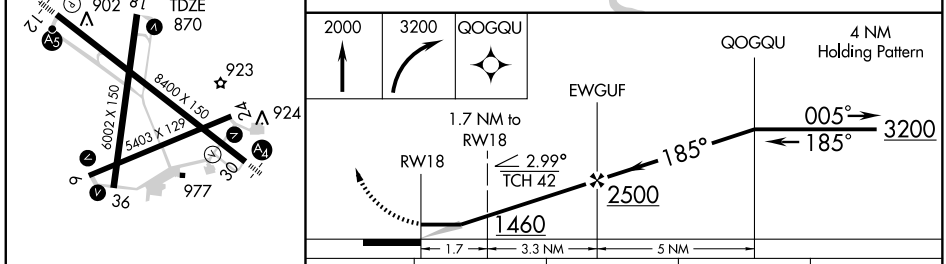
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOGQU WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95





MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

CATEGORY	A	B	C	D
LNAV MDA	1320-1 450 (500-1)		1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

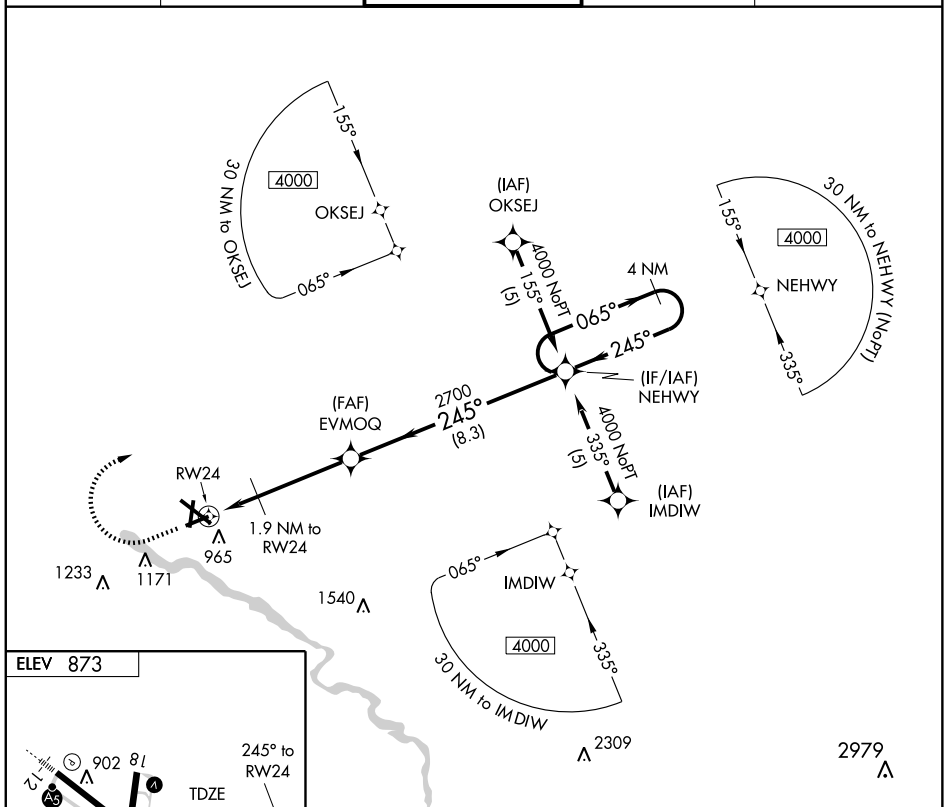
APP CRS	Rwy ldg	5403
245°	TDZE	867
	Apt Elev	873

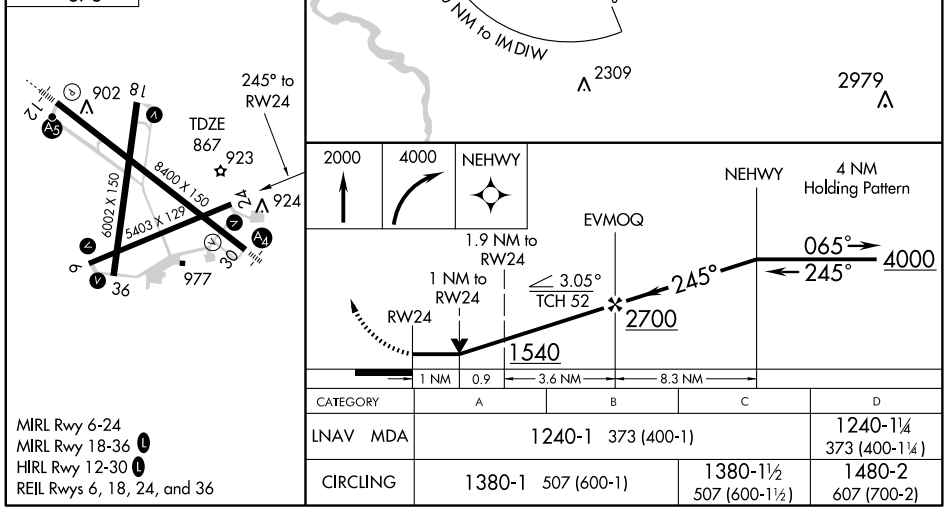
RNAV (GPS) RWY 24
WATERLOO RGNL (ALO)

When control tower closed, straight-in minimums not authorized at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) (L) 257.8	121.9 269.1	122.95





CATEGORY	A	B	C	D
LNAV MDA	1240-1 373 (400-1)			1240-1¼ 373 (400-1¼)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 (L)
HIRL Rwy 12-30 (L)
REIL Rwys 6, 18, 24, and 36

WAAS CH 78201 W30A	APP CRS 305°	Rwy ldg 8400 TDZE 867 Apt Elev 873

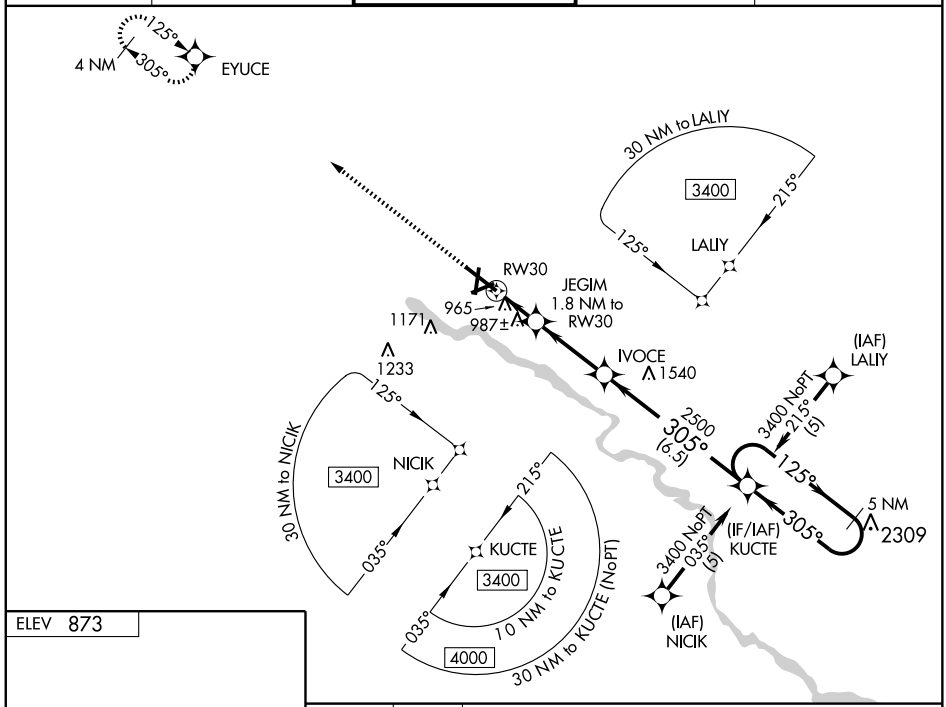
RNAV (GPS) RWY 30
WATERLOO RGNL (ALO)

Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA. Baro-VNAV and VDP NA when using Independence atimeter setting.

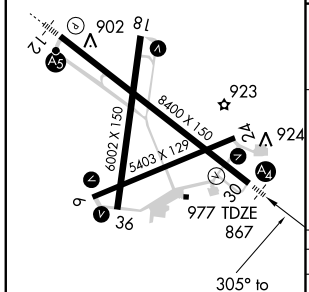
MALSR

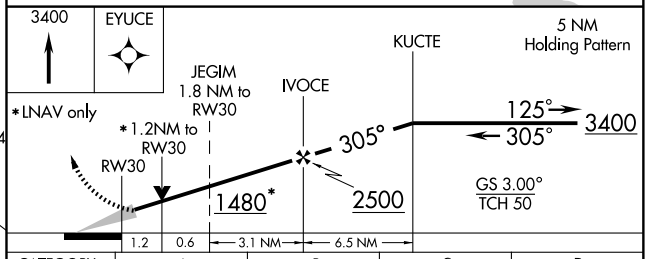
MISSED APPROACH: Climb to 3400 direct EYUCE and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



ELEV 873





CATEGORY	A	B	C	D
LPV DA	1117-¾ 250 (300-¾)			
LNAV/VNAV DA	1299-1½ 432 (500-1½)			
LNAV MDA	1300- ¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)
CIRCLING	1380-1½ 507 (600-1½)			1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	6002
005°	TDZE	869
	Apt Elev	873

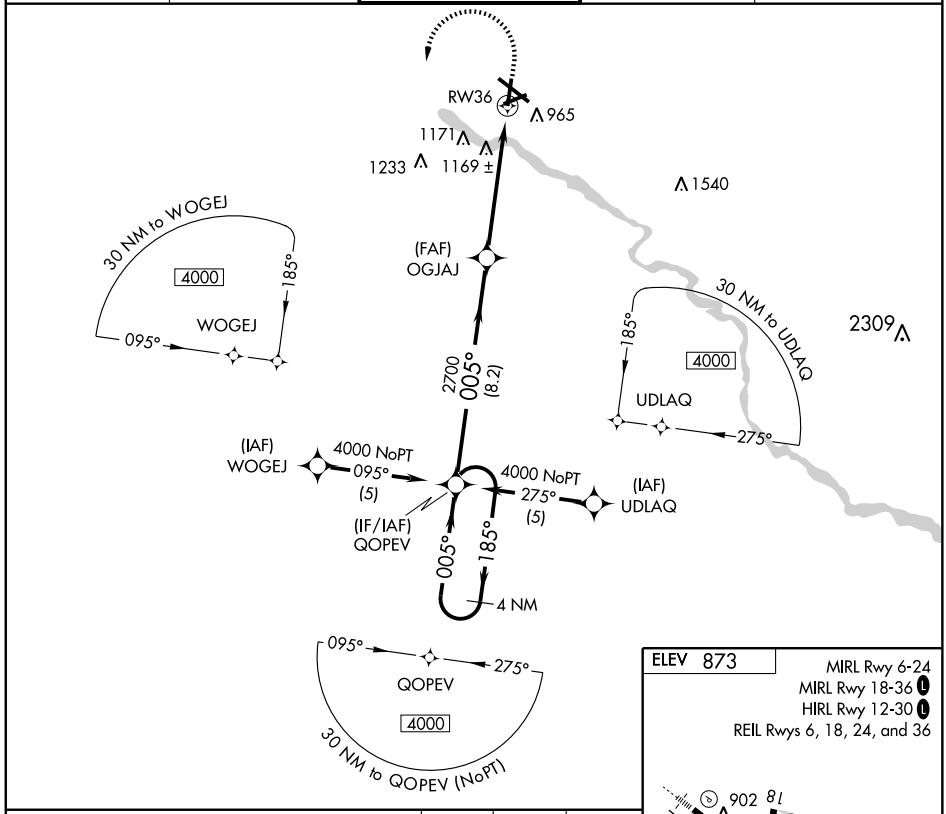
RNAV (GPS) RWY 36
WATERLOO RGNL (ALO)

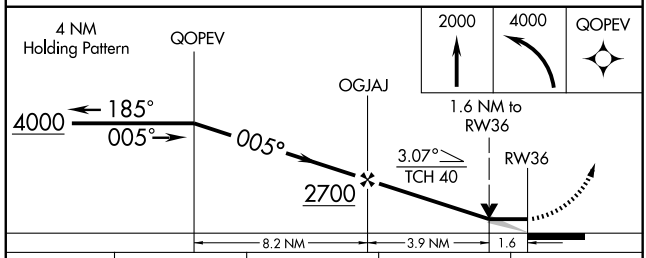
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct QOPEV WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95

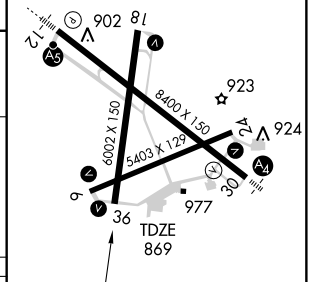




CATEGORY	A	B	C	D
LNAV MDA	1420-1 551 (600-1)		1420-1½ 551 (600-1½)	1420-1¾ 551 (600-1¾)
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)

ELEV 873

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36



VORTAC ALO	APP CRS	Rwy ldg	8400
112.2	294°	TDZE	867
Chan 59		Apt Elev	873

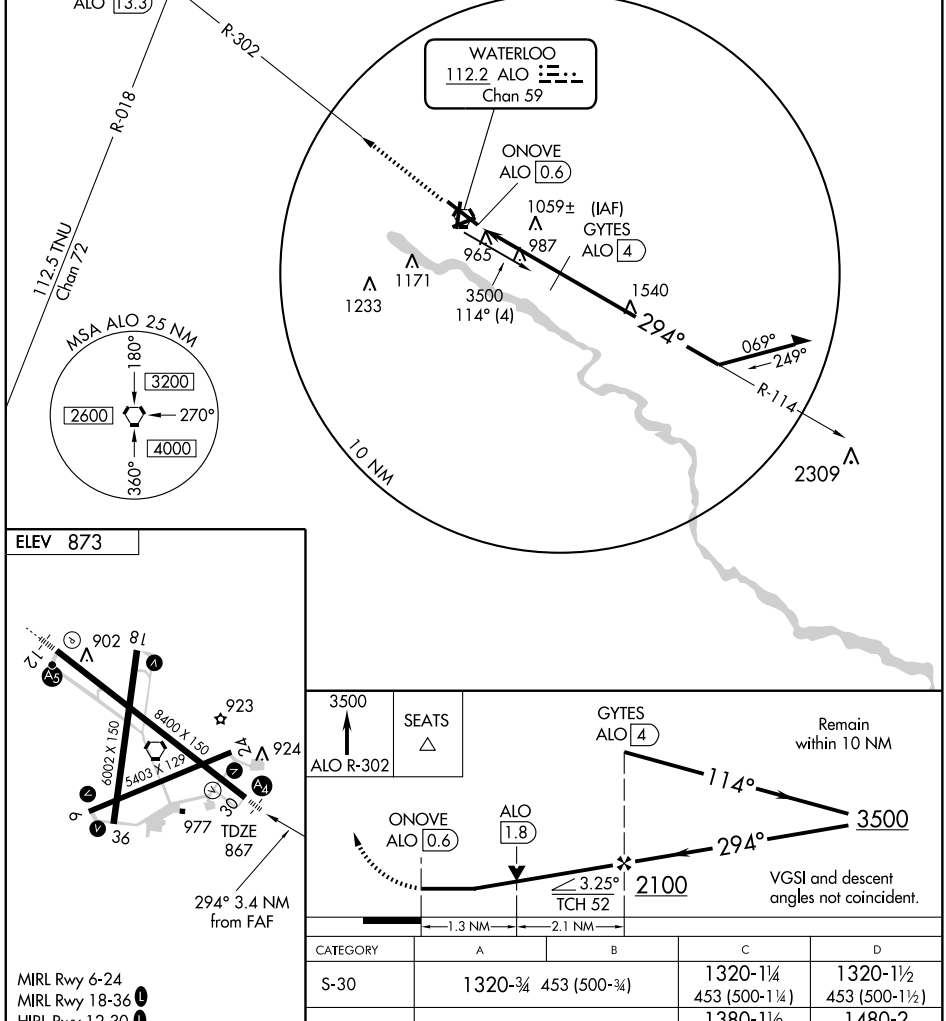
VOR/DME RWY 30
WATERLOO RGNL (ALO)

Inoperative table does not apply to Cat C.
If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 3500 via ALO R-302 to SEATS Int/13.3 DME and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

CATEGORY	A	B	C	D
S-30	1320-¾ 453 (500-¾)		1320-1¼ 453 (500-1¼)	1320-1½ 453 (500-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

NC-3, 14 JAN 2010 to 11 FEB 2010

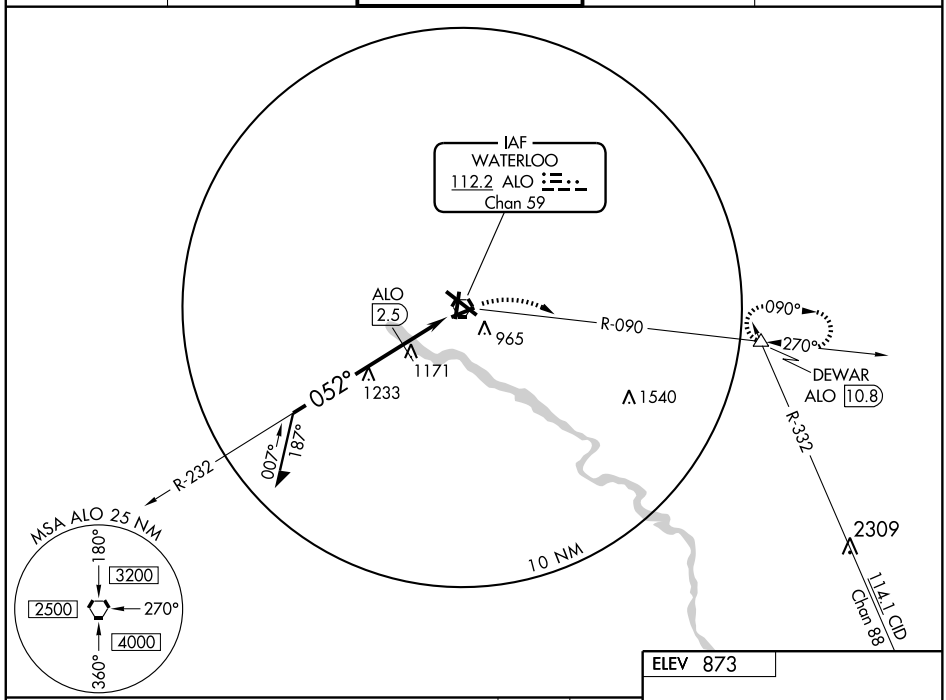
VORTAC ALO 112.2 Chan 59	APP CRS 052°	Rwy ldg 5403 TDZE 868 Apt Elev 873

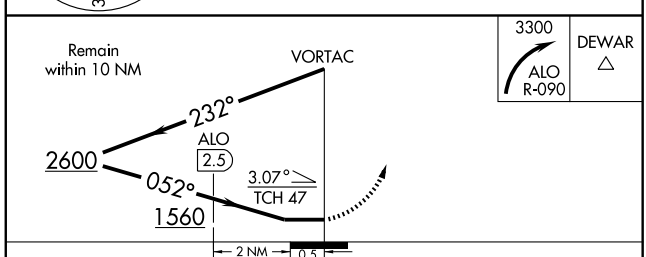
VOR RWY 6
WATERLOO RGNL (ALO)

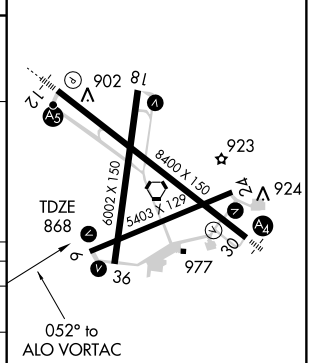
NA When control tower closed, straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-6	1560-1 692 (700-1)		1560-2 692 (700-2)	1560-2¼ 692 (700-2¼)
CIRCLING	1560-1 687 (700-1)		1560-2 687 (700-2)	1560-2¼ 687 (700-2¼)
DME MINIMUMS				
S-6	1440-1 572 (600-1)		1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1 567 (600-1)		1440-1½ 567 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC ALO 112.2 Chan 59	APP CRS 127°	Rwy ldg 8400 TDZE 873 Apt Elev 873

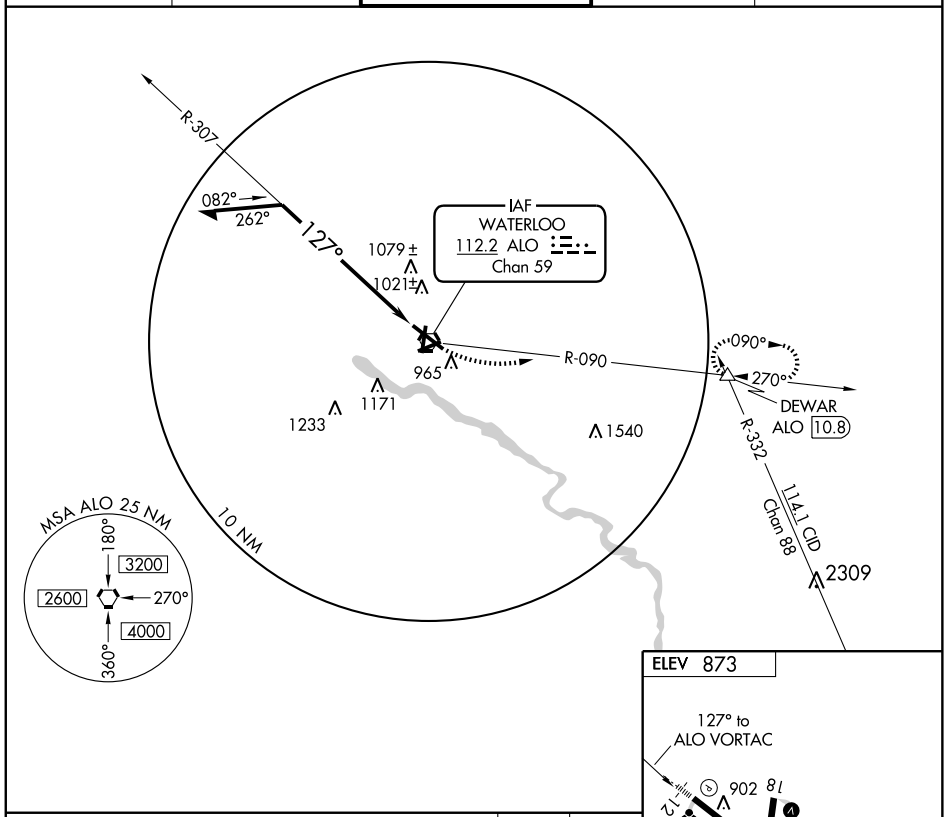
VOR RWY 12
WATERLOO RGNL (ALO)

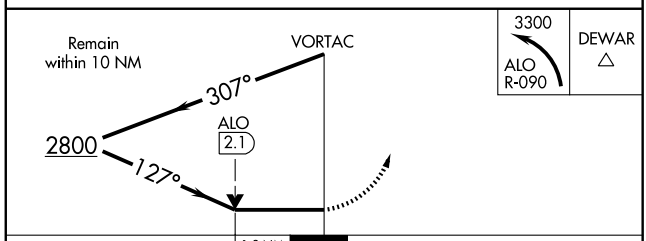
If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

MALSR

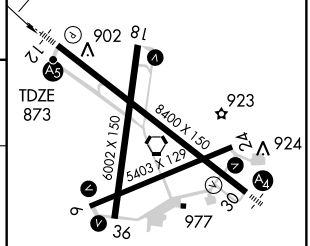
MISSED APPROACH: Climbing left turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95





CATEGORY	A	B	C	D
S-12	1340/24 467 (500-½)		1340/40 467 (500-¾)	1340/50 467 (500-1)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)



MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 14 JAN 2010 to 11 FEB 2010

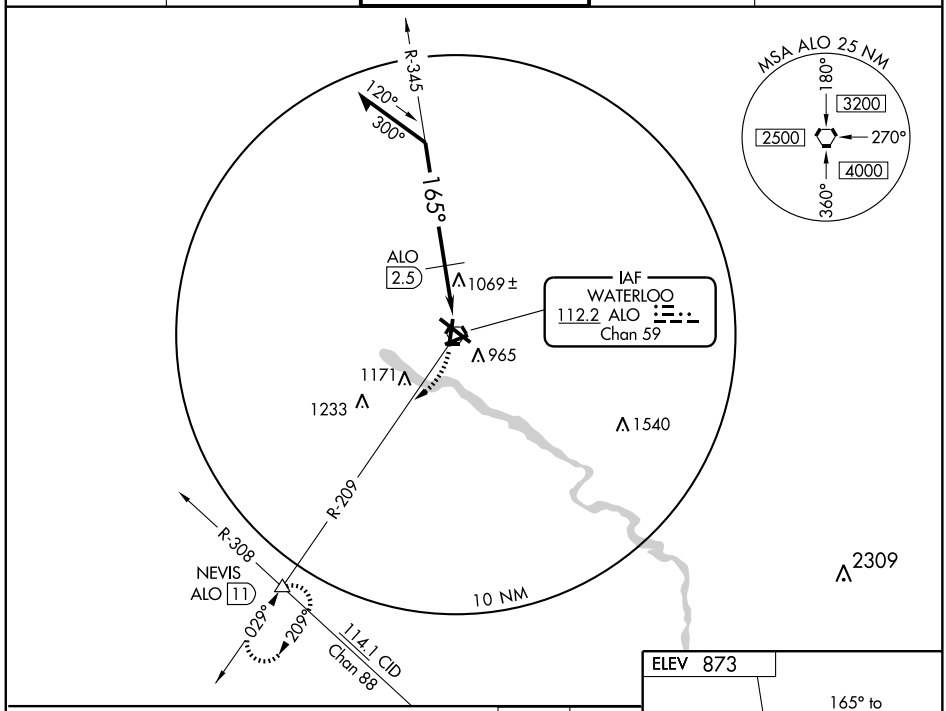
VORTAC ALO 112.2 Chan 59	APP CRS 165°	Rwy ldg 6002 TDZE 870 Apt Elev 873

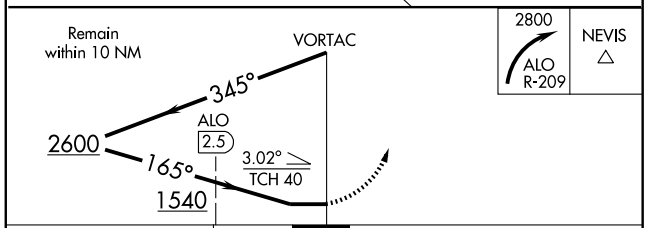
VOR RWY 18
WATERLOO RGNL (ALO)

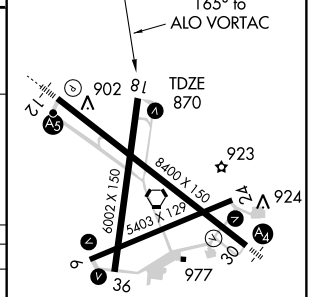
T
NA

MISSED APPROACH: Climbing right turn to 2800 via ALO R-209 to NEVIS Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-18	1540-1 670 (700-1)		1540-1¾ 670 (700-1¾)	1540-2 670 (700-2)
CIRCLING	1540-1 667 (700-1)		1540-1¾ 667 (700-1¾)	1540-2 667 (700-2)
DME MINIMUMS				
S-18	1320-1 450 (500-1)		1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 14 JAN 2010 to 11 FEB 2010

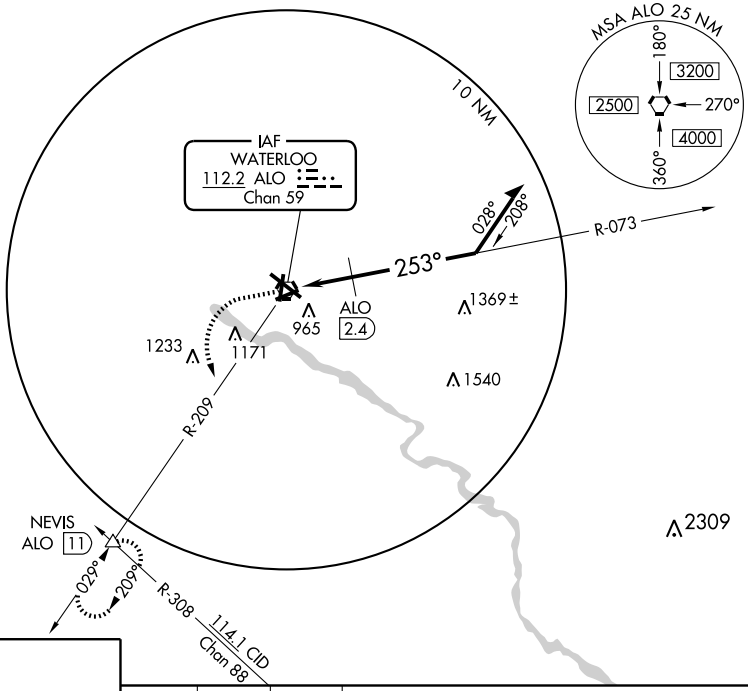
VORTAC ALO	APP CRS	Rwy ldg	5403
112.2	253°	TDZE	867
Chan 59		Apt Elev	873

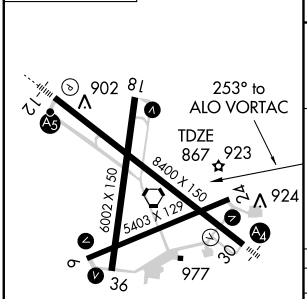
VOR RWY 24
WATERLOO RGNL (ALO)

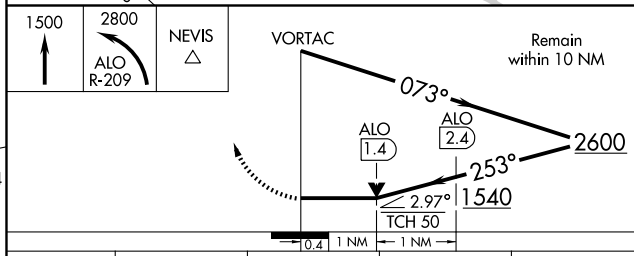
When control tower closed, straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2800 via ALO R-209 to NEVIS Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-24	1540-1 673 (700-1)		1540-2 673 (700-2)	1540-2¼ 673 (700-2¼)
CIRCLING	1540-1 667 (700-1)		1540-2 667 (700-2)	1540-2¼ 667 (700-2¼)
DME MINIMUMS				
S-24	1240-1 373 (400-1)			1240-1¼ 373 (400-1¼)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

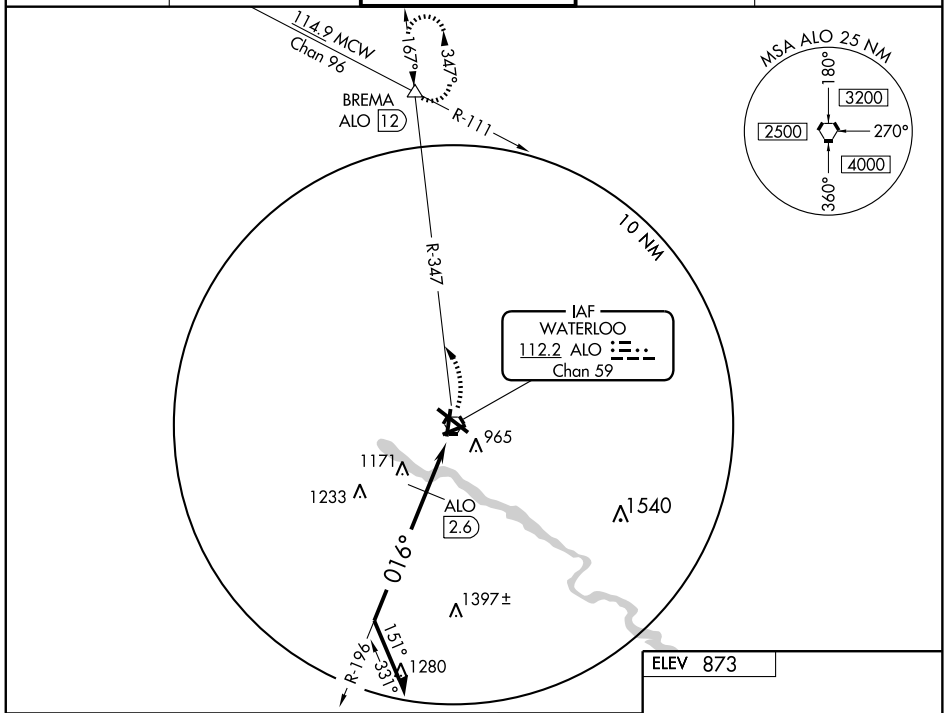
VORTAC ALO	APP CRS	Rwy ldg	6002
112.2	016°	TDZE	869
Chan 59		Apt Elev	873

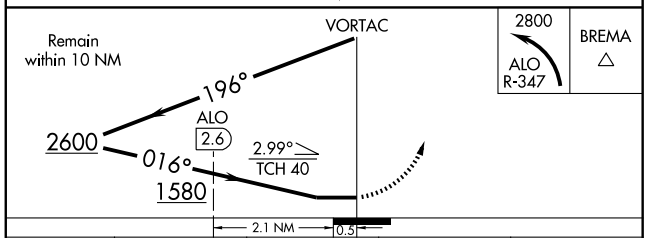
VOR RWY 36
WATERLOO RGNL (ALO)

NA

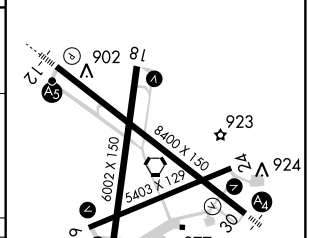
MISSED APPROACH: Climbing left turn to 2800 via ALO R-347 to BREMA Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95





CATEGORY	A	B	C	D
S-36	1580-1 711 (800-1)		1580-2 711 (800-2)	1580-2¼ 711 (800-2¼)
CIRCLING	1580-1 707 (800-1)		1580-2 707 (800-2)	1580-2¼ 707 (800-2¼)
DME MINIMUMS				
S-36	1440-1 571 (600-1)		1440-1½ 571 (600-1½)	1440-1¾ 571 (600-1¾)
CIRCLING	1440-1 567 (600-1)		1440-1½ 567 (600-1½)	1480-2 607 (700-2)



MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC ALO 112.2 Chan 59	APP CRS 331°	Rwy ldg N/A TDZE N/A Apt Elev 992

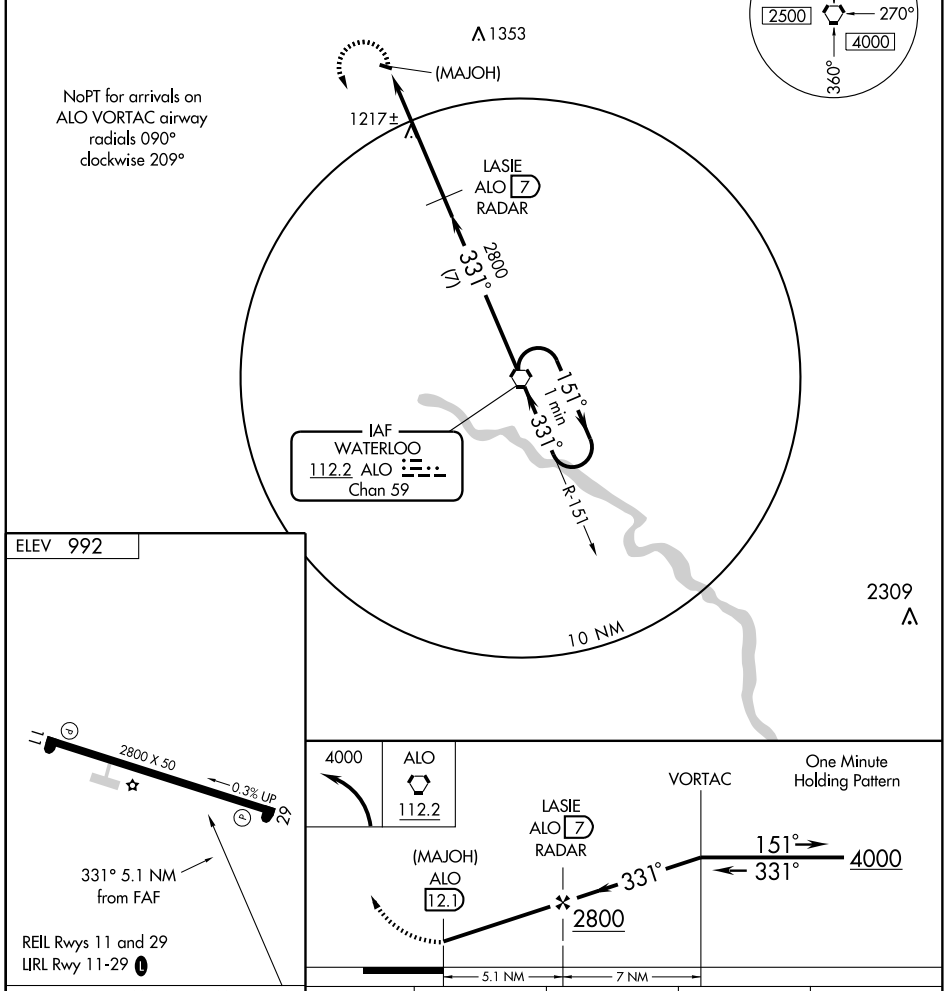
VOR or GPS-A
WAVERLY MUNI (C25)

RADAR not available when Waterloo Tower is closed. Use Waterloo altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 4000 direct ALO VORTAC and hold.

WATERLOO APP CON ★	UNICOM
118.9 251.15	122.8 (CTAF) L



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1540-1 550 (600-1)		1540-1½ 550 (600-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

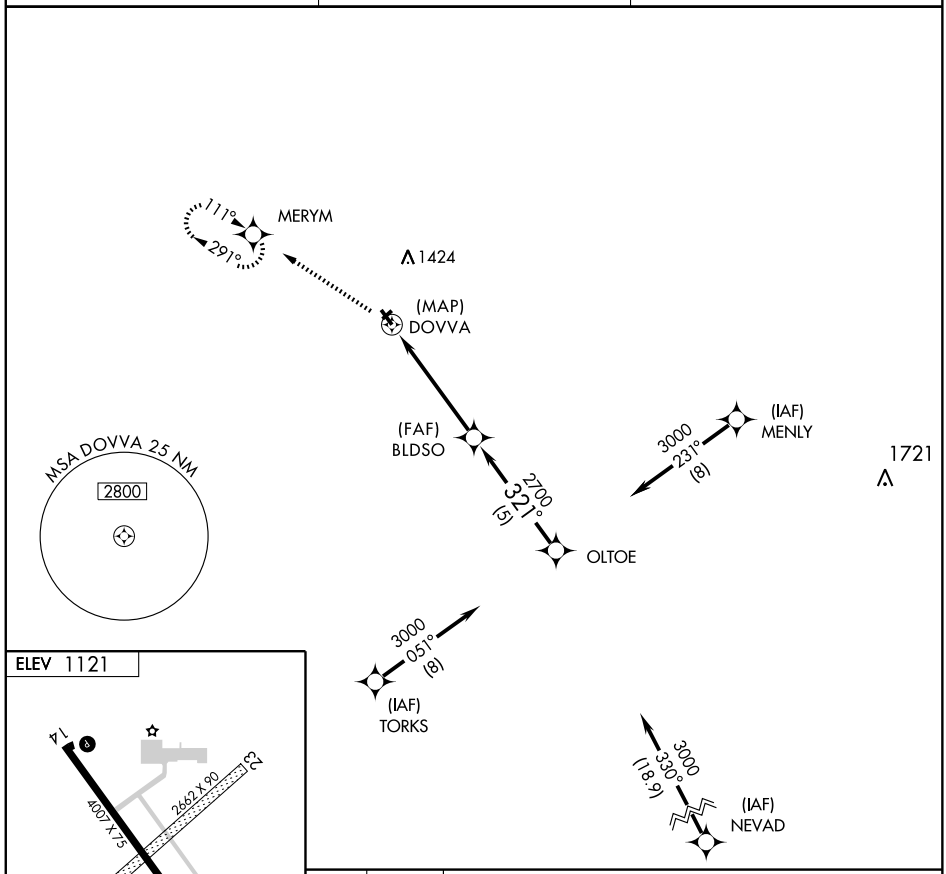
APP CRS	Rwy ldg	4007
321°	TDZE	1121
	Apt Elev	1121

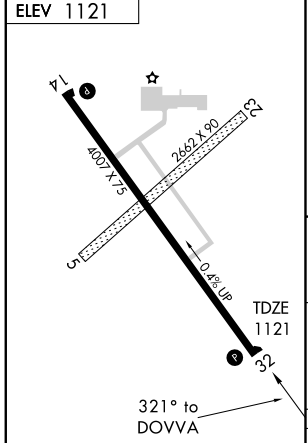
GPS RWY 32
WEBSTER CITY MUNI (EBS)

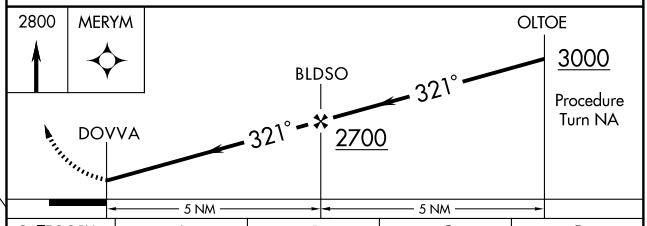
NA

MISSED APPROACH: Climb to 2800 direct to MERYM WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	134.0 288.3	122.8 (CTAF) L







REIL Rwys 14 and 32
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-32	1480-1 359 (400-1)			NA
CIRCLING	1540-1 419 (500-1)	1580-1 459 (500-1)	1580-1½ 459 (500-1½)	NA

NC-3, 14 JAN 2010 to 11 FEB 2010

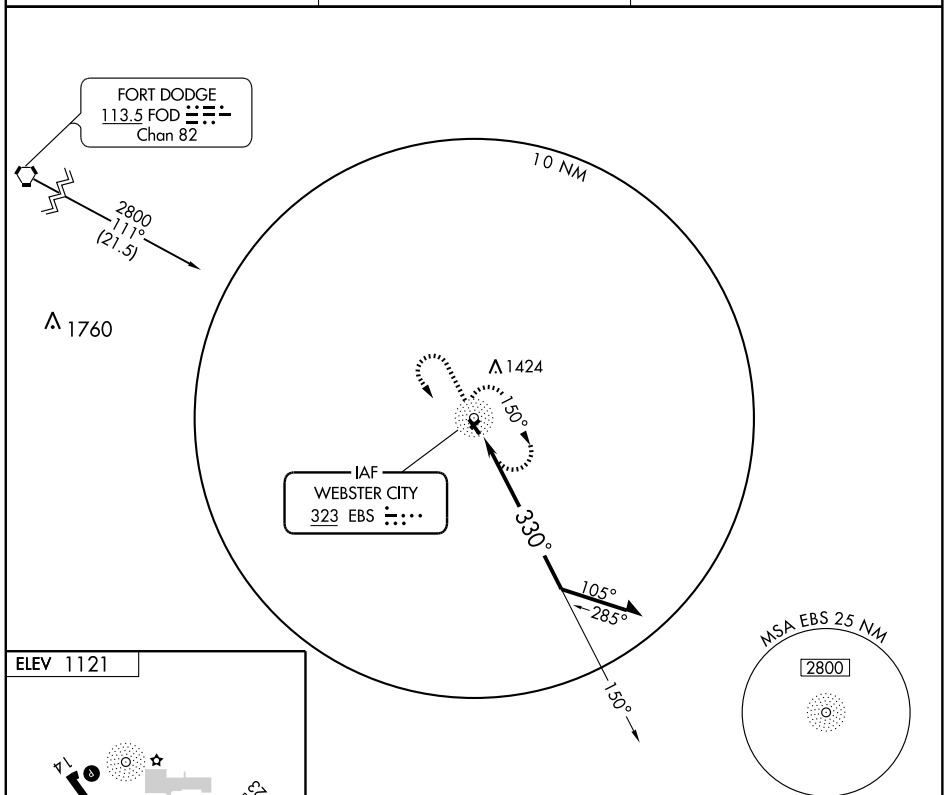
NDB EBS	APP CRS	Rwy ldg	4007
323	330°	TDZE	1121
		Apt Elev	1121

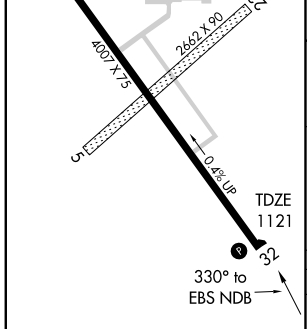
NDB RWY 32
WEBSTER CITY MUNI (EBS)

NA

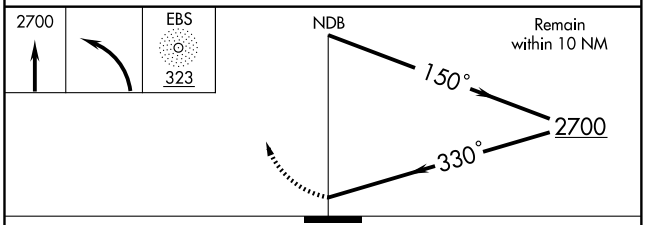
MISSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	134.0 288.3	122.8 (CTAF) L





REIL Rwys 14 and 32
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-32	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA
CIRCLING	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA

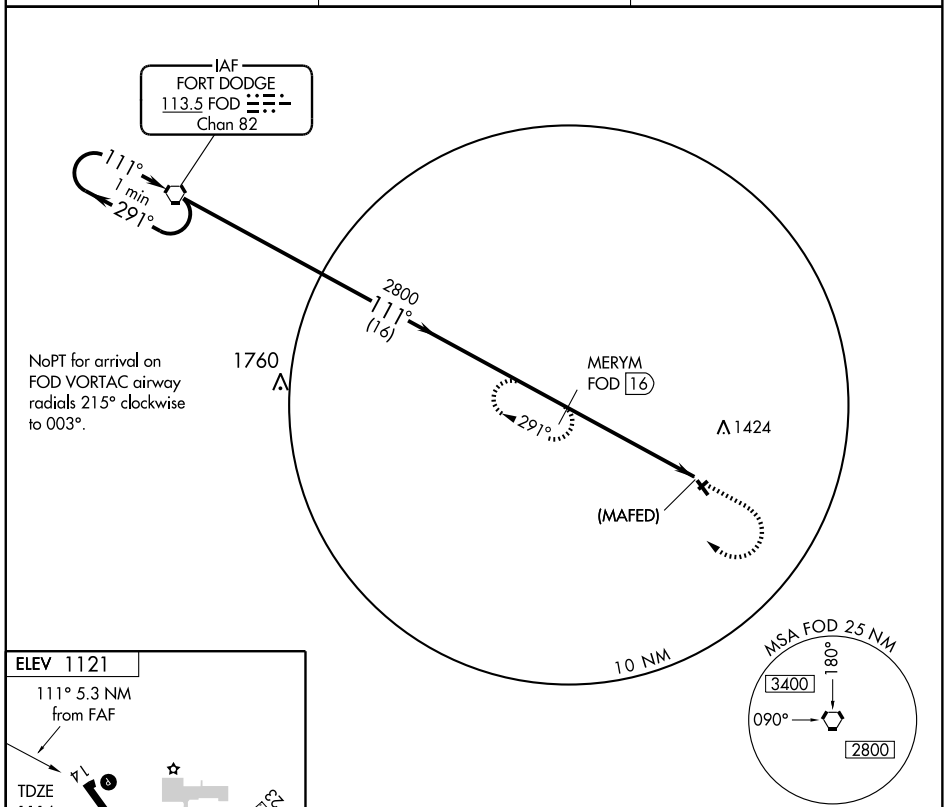
VORTAC FOD	APP CRS	Rwy ldg	4007
113.5	111°	TDZE	1116
Chan 82		Apt Elev	1121

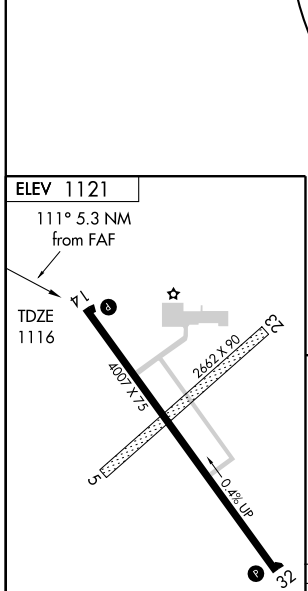
VOR/DME or GPS RWY 14

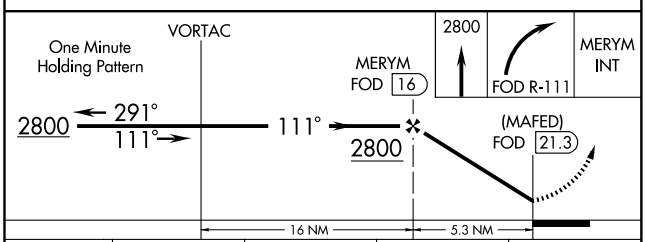
WEBSTER CITY MUNI (EBS)

MISSED APPROACH: Climb to 2800, then right turn via FOD R-111 to MERYM/16 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	1640-1 524 (600-1)	1640-1¼ 524 (600-1¼)	1640-1½ 524 (600-1½)	NA
CIRCLING	1640-1 519 (600-1)	1640-1¼ 519 (600-1¼)	1640-1½ 519 (600-1½)	NA

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

APP CRS	Rwy ldg	4248
171°	TDZE	1232
	Apt Elev	1232

GPS RWY 17

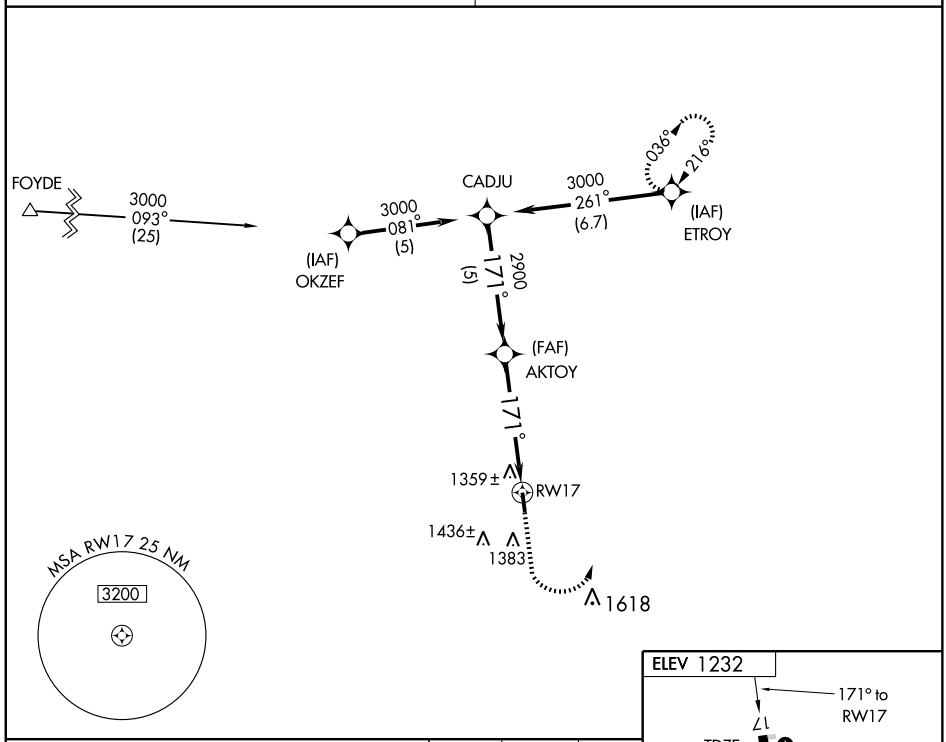
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

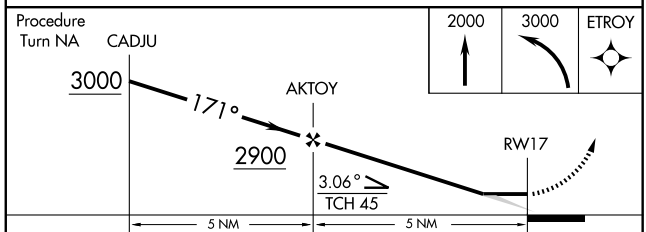
Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting.

NA Descent angle NA with Waterloo altimeter setting.

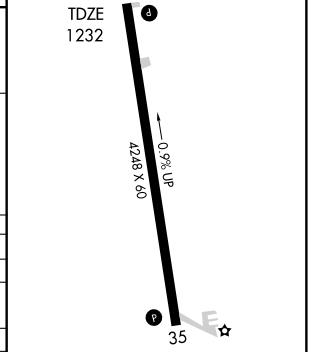
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ETROY WP and hold.

MINNEAPOLIS CENTER	UNICOM
118.85	**122.8** (CTAF) L





CATEGORY	A	B	C	D
S-17	1620-1 388 (400-1)			NA
CIRCLING	1700-1 468 (500-1)		1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-17	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	NA
CIRCLING	1840-1 608 (700-1)		1840-1¾ 608 (700-1¾)	NA



APP CRS	Rwy ldg	4248
351°	TDZE	1231
	Apt Elev	1232

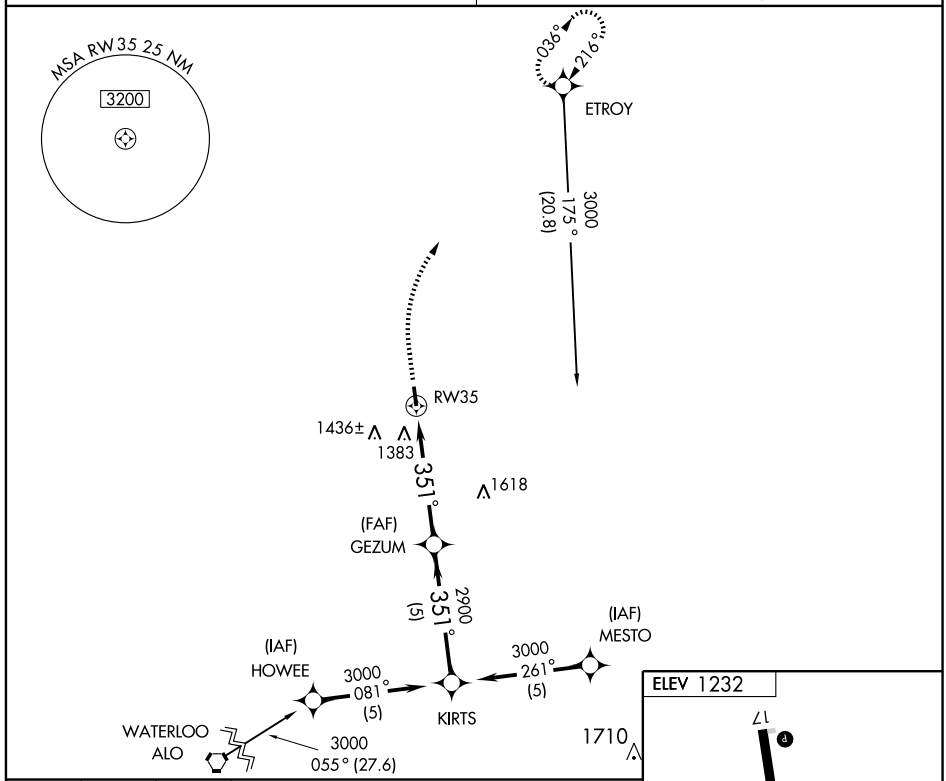
GPS RWY 35

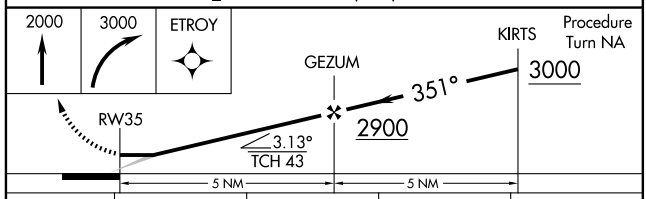
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

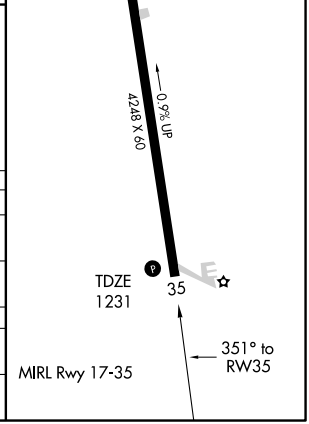
Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting.
NA Descent angle NA with Waterloo altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ETROY WP and hold.

MINNEAPOLIS CENTER	UNICOM
118.85	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	1640-1 409 (500-1)		1640-1¼ 409 (500-1¼)	NA
CIRCLING	1700-1 468 (500-1)		1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-35	1780-1 549 (600-1)		1780-1½ 549 (600-1½)	NA
CIRCLING	1840-1 608 (700-1)		1840-1¾ 608 (700-1¾)	NA

VORTAC UKN	APP CRS	Rwy ldg	NA
116.6	207°	TDZE	NA
Chan 113		Apt Elev	1232

VOR/DME or GPS-A

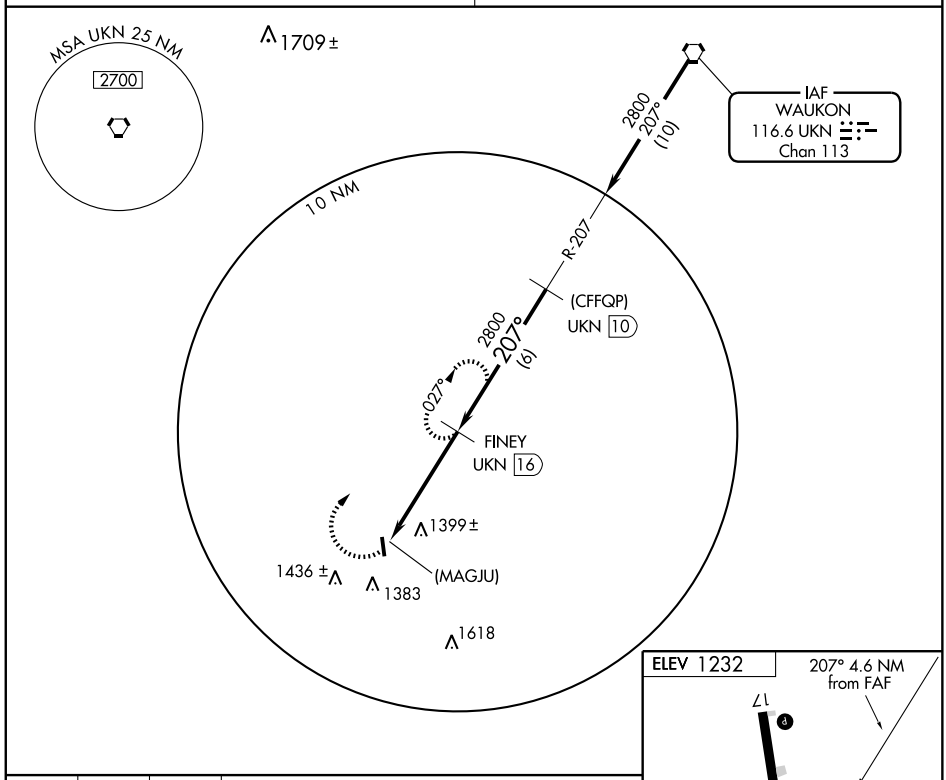
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

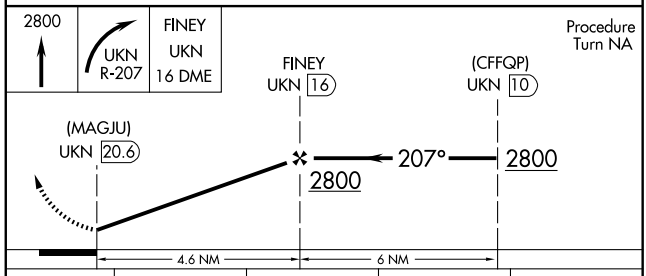
Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting.

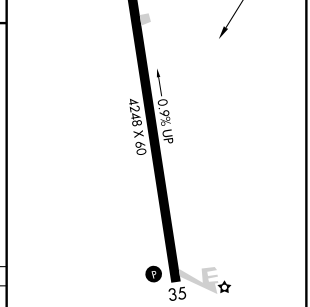
NA

MISSED APPROACH: Climb to 2800, then right turn via UKN R-207 to FINEY 16 DME and hold.

MINNEAPOLIS CENTER	UNICOM
118.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1700-1 468 (500-1)	1700-1¼ 468 (500-1¼)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 608 (700-1)	1840-1¼ 608 (700-1¼)	1840-1¾ 608 (700- 1¾)	NA

MIRL Rwy 17-35

NC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC DSM 117.5 Chan 122	APP CRS 069°	Rwy Idg N/A TDZE N/A Apt Elev 1110

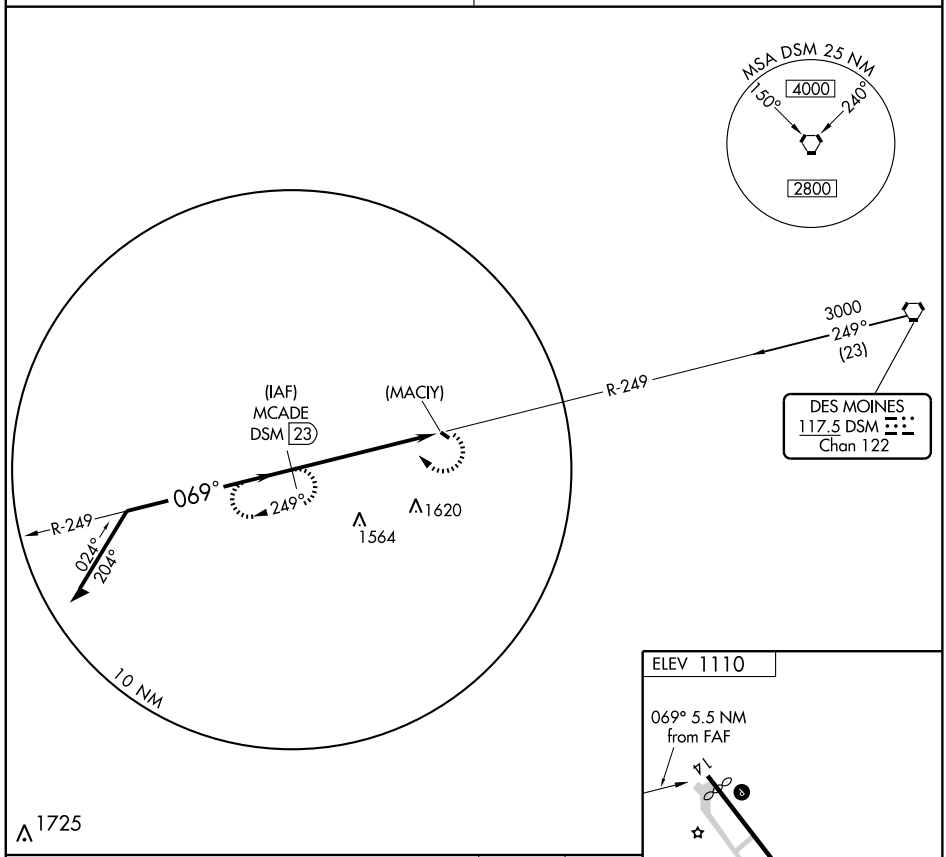
VOR/DME or GPS-A
WINTERSET-MADISON COUNTY (3Y3)

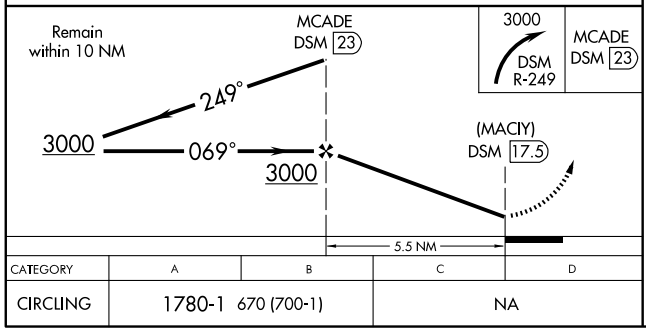
T
A NA

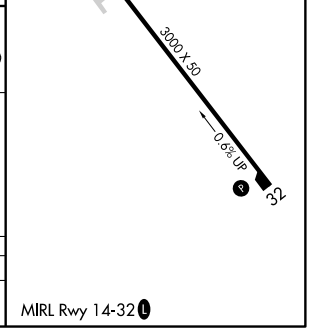
Use Des Moines altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via DSM R-249 to MCADE/23 DME and hold.

DES MOINES APP CON	UNICOM
135.2 360.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1780-1 670 (700-1)		NA	

MIRL Rwy 14-32 L

NC-3, 14 JAN 2010 to 11 FEB 2010